







# LOUISVILLE

Illustrated.

H. R. PAGE & CO.

1889.







CENTRAL PARK, LOOKING NORTH.

## HISTORICAL SKETCH OF THE CITY OF LOUISVILLE

FROM ITS EARLIEST TRADITIONS AND HISTORY TO THE  
PRESENT YEAR, 1889.

Whether we go far back in the shadowy and mystic twilight of the traditional era, or bring research down to the clearer light of the historic age, the "*Falls of Ohio*" has been the central and radiant feature of attraction in the picturesque expanse of territory that lies east of the Mississippi river, and between the Great Lakes and the Cumberland Range, and which is known as the Ohio Valley. To the first white adventurers exploring the solitudes of the great wilderness of the Occident, beyond the mountains, this abrupt and formidable barrier to navigation excited surprise and wonder, at first; and admiration and attractive charm always after. The legends of Indian story tell us the spot was no less famed among the Red Men, while the romance and poetry of tradition conspire to impress us that the locality was consecrated in the unwritten history of the Mound Builders fifty generations ago.

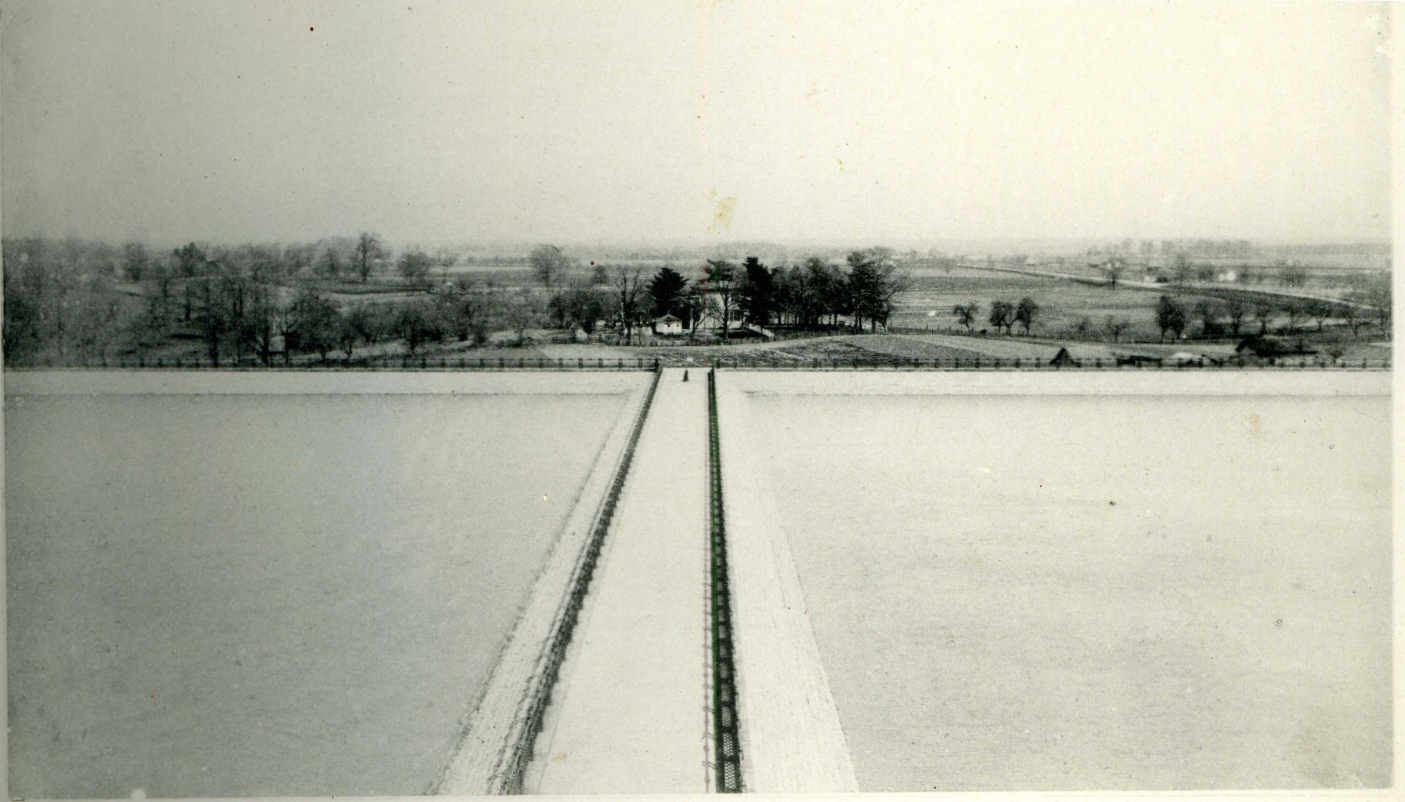
Nor need we be surprised at the fame and attractiveness of the Falls of Ohio, when we consider how dependent were these primitive peoples on the provident sources of Nature for sustenance and comfort, how fond they were of the picturesque and beautiful in scenery, and with what jealousy they guarded against and resisted the trespass of any foe upon their favorite





BIRDSEYE FROM CITY HALL TOWER.





VIEW IN CRESCENT HILL RESERVOIR.



VIEW IN CRESCENT HILL RESERVOIR.





GALT HOUSE.





MAIN BUILDING CRESCENT HILL RESERVOIR.



RESIDENCE OF R. T. DURRITT.





RESIDENCE OF S. T. BALLARD.



grounds. Fish abounded in the rivers, and game in the forests; therefore their favorite dwelling-sites were upon the banks of rivers, with forest and plain adjacent, where these could be held in comparative security. The "Falls" was a famous fishing point, and its broad current gave ample play for the little boats and canoes that swarmed upon the Ohio. The country for twenty miles south, west and east, in Kentucky, was level and fertile, and much of it covered with cane. The Blue Grass country, beginning twenty miles away in Shelby County, spread one hundred miles further, to Madison or Mason counties. Hardly less fertile are the champaigns and valleys of Indiana and Illinois, on the north, and extending even to the lakes and to the Mississippi river. The site of Louisville is the central crossing of the beautiful river of this paradise of the hunter, where game and fish food were always abundant and an easy prey to the skill of the natives.

We cannot, in the brief space of this sketch, pause to repeat again the legends and traditions given by the Indians to the early French along the lakes and on the Mississippi, and afterwards repeated to Boone, Clark, Kenton, and other pioneers of Kentucky, how their fathers came from the far west, crossed the upper Mississippi, warred on the Mound Builders, and drove them south of the Ohio, defeating their main army in a last great battle opposite Louisville, on the Indiana shore. If so, we might trace them by other traditions, by the crania, the implements of war and household use, the dialect and race affinities, and by the confirmations of science and history, to the headwaters of the Missouri, across the Rocky Mountains and up the coasts, to Behring Straits, and into Central Asia, to an origin with the nomadic Huns, who were driven out and dispersed in hordes to Europe, to Southwest Asia and through Siberia to America, eighteen centuries ago. We might next turn, and, by the testimonies of ethnic and archaic sciences, trace the refugee Mound-Builders in their wanderings, southwestward across the Mississippi, and finally into Mexico, where, according to their glyphic books and picture-writings, they established the Toltec empire and civilization in the sixth century; and where they were followed by twelve migrations in six hundred years, the last being that of the Aztecs, expelled by the Red Indians from the Tennessee Valley, and forming the empire and civilization of Mexico at the time of the conquest by Cortez.

Of historical data, we have only brief mention, and at long intervals, of the country adjacent to Louisville, until the latter half of the eighteenth century. To open up new channels of trade with the Indians, we are told that Col. Wood, an English gentleman, explored Kentucky in 1654,



as far as the *Meschacebe* river, as the Father of Waters was then called. He discovered several branches of that and of the Ohio.

In 1669, a party of twenty-three Spaniards ventured up the Mississippi and Ohio rivers, passing the Falls, to a point above Pittsburg, from whence they crossed to Onondaga lake, New York, in search of silver, being told of a lake whose bottom was covered with something shining and white like silver. They were massacred by the Indians, finally.

A detachment of French troops was sent from Canada to the lower Mississippi, down the Ohio, in 1739, on account of war with the Chickasaws. But we pass over these transient episodes to one more important in June, 1766. In that year Capt. James Gordon, Chief Engineer in the Western Department of North America, was sent from Fort Pitt to the mouth of the Ohio. He halted at the mouth of the Scioto river, at Great Lick, in Lewis county, at Falls of Ohio, and at Fort Massac, eleven miles below the mouth of Cherokee (Tennessee) river. He seems to have made a pretty accurate measurement of the Ohio, with its meanderings, which we give, comparing with the survey made by the United States Government in 1868:

	GORDONS.	U. S.
Big Sandy river.....miles	321	314½
Scioto river .....	366	353½
Licking river.....	500¼	466¼
Place where elephant bones were found.....	560¼	512½
Kentucky river.....	604½	541
Falls of Ohio.....	682	599
Large river on east side (Green).....	902¼	775
Wabash river.....	999½	838
Big Rock Cave, on west side.....	1,042½	869
Shawanna (Cumberland) river.....	1,094¾	908
Cherokee river.....	1,107¾	920
Fort Massac.....	1,118¾	929
Mouth of Ohio.....	1,164	967

Prior to the termination of the French and Indian wars, in 1763, the former held the country from Canada to the Ohio river, by a cordon of forts, pushed as far southward as Pittsburg, Vincennes, Kaskaskia and Cahokia; the latter two opposite St. Louis. When these were surrendered, with Canada, the French retired to the westward of the Mississippi, and the country fell under the dominion of Great Britain. The English sovereign issued his proclamation given to the soldiers whose valor had won an empire of territory, the right to survey and locate portions of the land,





CENTRAL PARK, LOOKING WEST.

under the title of warrants issued to them for military services. This gave a new impetus and interest to western adventure. In place of the mere transient and roving visits of the past, organized survey parties began to make their appearance, in behalf of the veteran soldiers who wanted homes, or the capitalists who had purchased the land-warrants of others. The choicest lands in the most desirable localities were at first sought for. It was but natural that the Bear Grass country, in the vicinity of the Falls, should have been a scene of these first operations.

The men who formed these survey and locating parties were generally intelligent and enterprising. Among the number of adventurers was Dr. John Connelly, a Pennsylvanian by birth, who had served in the French war as surgeon's mate in the general hospital of the royal armies. It is said of him that he had more thoroughly examined and studied the western country than had any man of his day. Of the points of attraction presenting, he selected the site of the Falls of Ohio, as the most eligible of all others west of the Alleghanies, for investment and improvement in the future. His conceptions were large, and not a little romantic. His idea was to plant a great colony between the Ohio, Tennessee and Mississippi rivers.

As the initial step to this scheme, 2,000 acres were selected at the Falls. Connelly employed Captain Thos. Bullitt, of Virginia, to survey this, which he accomplished in August, 1773, with





CITY HALL.





BAXTER SQUARE.



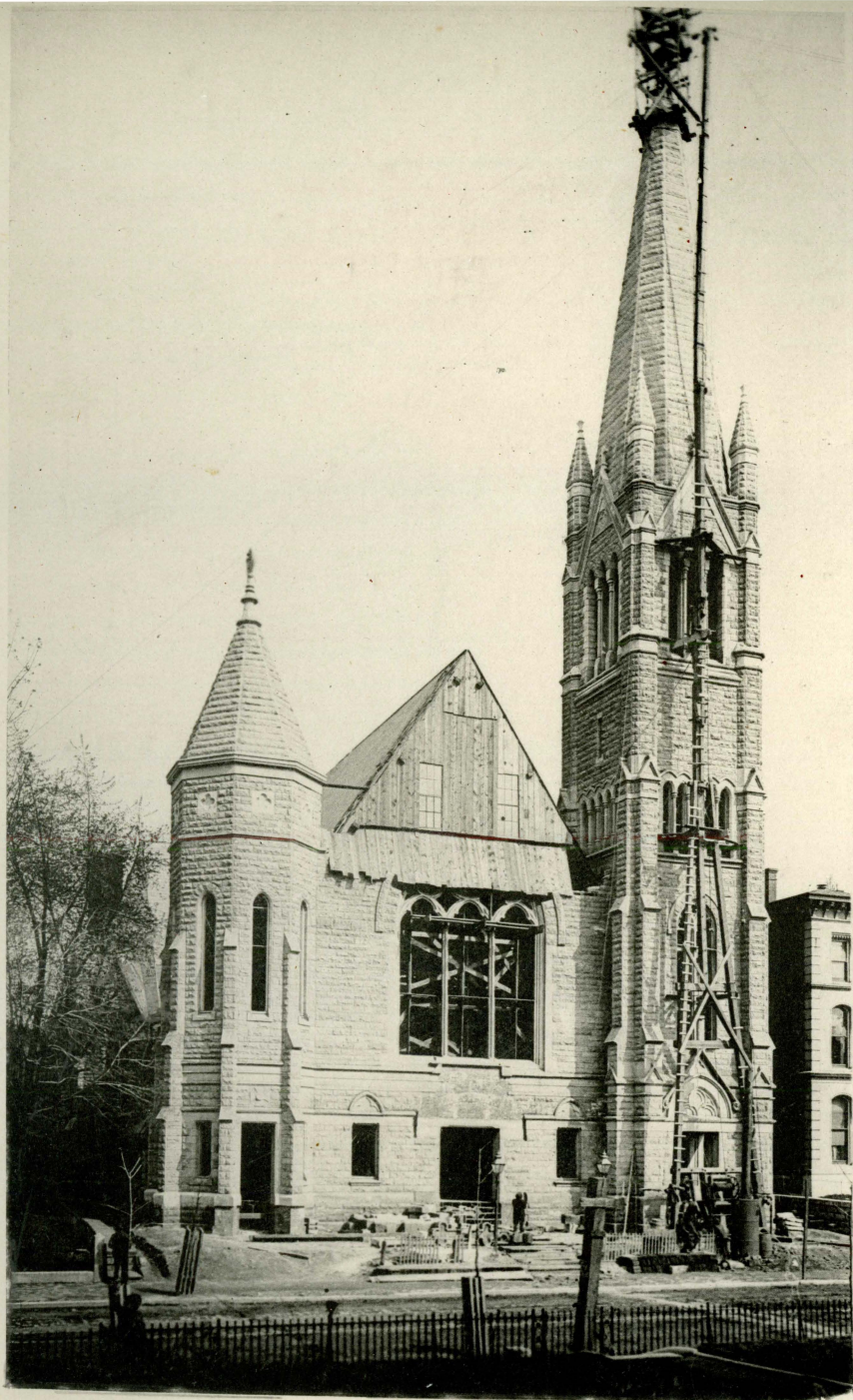
TRINITY HALL.





PFINGST, DOERHOEFER & CO.





CALVARY CHURCH.



SYNAGOGUE BETH. ISRAEL.





RESIDENCE OF WARREN N. HENDERSON.



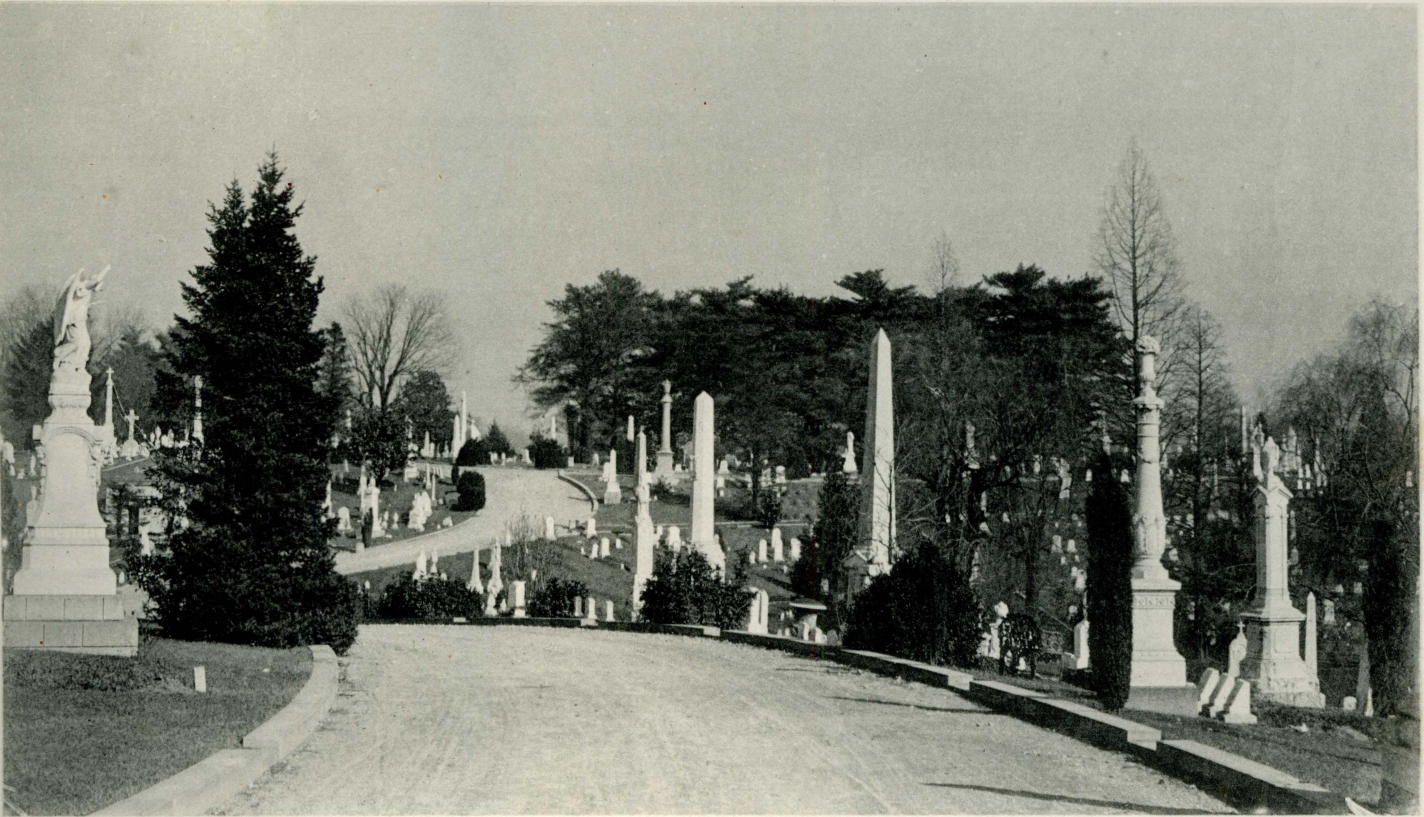
his corps of assistants brought down the Ohio that year. The tract thus surveyed began its outer lines on the river bank a little above the old mouth of Bear Grass creek, then between Third and Fourth streets, and followed the meanders of the river to the bank below, where Shippingport now stands; then ran southwardly to the intersection of Broadway and Nineteenth streets; then eastwardly with Broadway to the intersection of Shelby, and then northwardly to the beginning. Captain Bullitt having returned the field notes of this survey to the Land Office of Virginia, a patent was issued to Dr. Connelly by Governor Lord Dunmore, December 16, 1773.

Tradition affirms that Captain Bullitt laid off a town on this survey in 1773. Connelly soon after formed a partnership with Col. John Campbell, and on the 7th of April, 1774, they jointly issued from the capital, Williamsburg, a circular stating that they would lay out a town at the Falls of Ohio. The lots were to be 80 by 240 feet, and enough for all applicants in number. Each lot was priced at four Spanish dollars, and one dollar quit-rent forever. On each lot the owner was to build a log house, not less than sixteen feet square, with a stone or brick chimney, within two years from the date of purchase.

But a dark cloud fell over the enterprise, or rather, several dark clouds. Before the town laid out on paper could materialize with money and improvements, Dr. Connelly, made commandant at Fort Pitt by Governor Dunmore, got into trouble with the traders and Indians. The battle of Point Pleasant followed on the 10th of October, that year. The clouds of the Revolutionary war were on the horizon, and the storm burst forth in full fury in 1775. The laying out of the town at the Falls was abandoned by the promoters. Dr. Connelly sided with the Tories in the war for independence, and was detected in a plot to unite the Indians against the Americans. He was arrested and thrown into prison, from which he did not escape till near the close of the war. His partner, siding with the Colonists, was taken prisoner by the Indians, and Capt. Bullitt, who had distinguished himself on the Patriot side by his gallantry in the service, became quartermaster in the Rebel army. Thus ended the first attempt at a city at the Falls.

But the Revolutionary war, which put an end to the first enterprise, gave birth to another, more successful. On the 27th of May, 1778, after fifteen days upon the river, Gen. George Rogers Clark, on his way to the conquest of the British forts in the northwest, landed his boats on an island in the Ohio just below the mouth of Bear Grass creek. Besides 150 riflemen, he brought with him some twenty families, consisting of men, women and children. The ground on





CAVE HILL CEMETERY.

which the landing was made, known after as Corn Island, was then a larger island. It extended from Fifth to Fifteenth streets, 4,000 feet, and 1,000 feet in width. The friction and abrasion of the waters of a century, have worn away all but a small portion of the upper end, which was of rocks; the lower part was alluvial covered with trees and cane.

When the landing was made, Col. Clark intended to remain until he could properly discipline and provision his troops, in order to make them efficient in the campaign against the British posts. Block houses were erected for the soldiers and cabins for the families. The highest ground in the northwest corner of the island was chosen as the site for the buildings. Two rows of one-story double cabins, four in each row, were erected, with a wide road between, one row facing the Indiana and the other the Kentucky shore. On the eastern point of these were erected two triple cabins, so that the ground below was in the form of an Egyptian cross.

On the 24th of June, 1778, Gen. Clark embarked with his soldiers for the campaign against the British Posts, leaving the families on the island with a few men to guard them. These families became the founders of Louisville, and the names of many of their descendants have since, and until this day, been associated with the history and development of the Falls City. Among those known to have been left on the island were James Patton, his wife, Mary, and his three daughters,



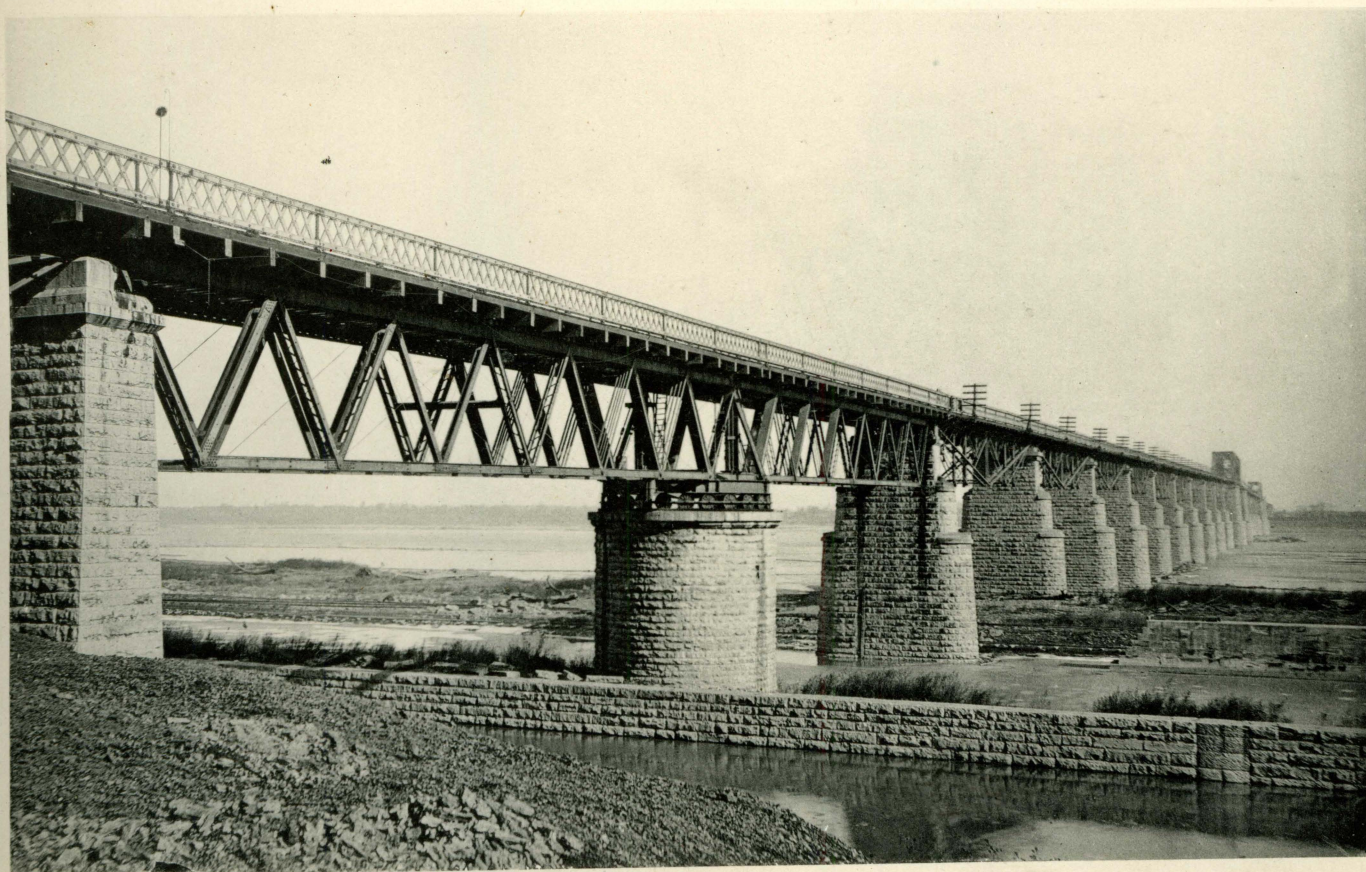


ENTRANCE TO CAVE HILL CEMETERY.



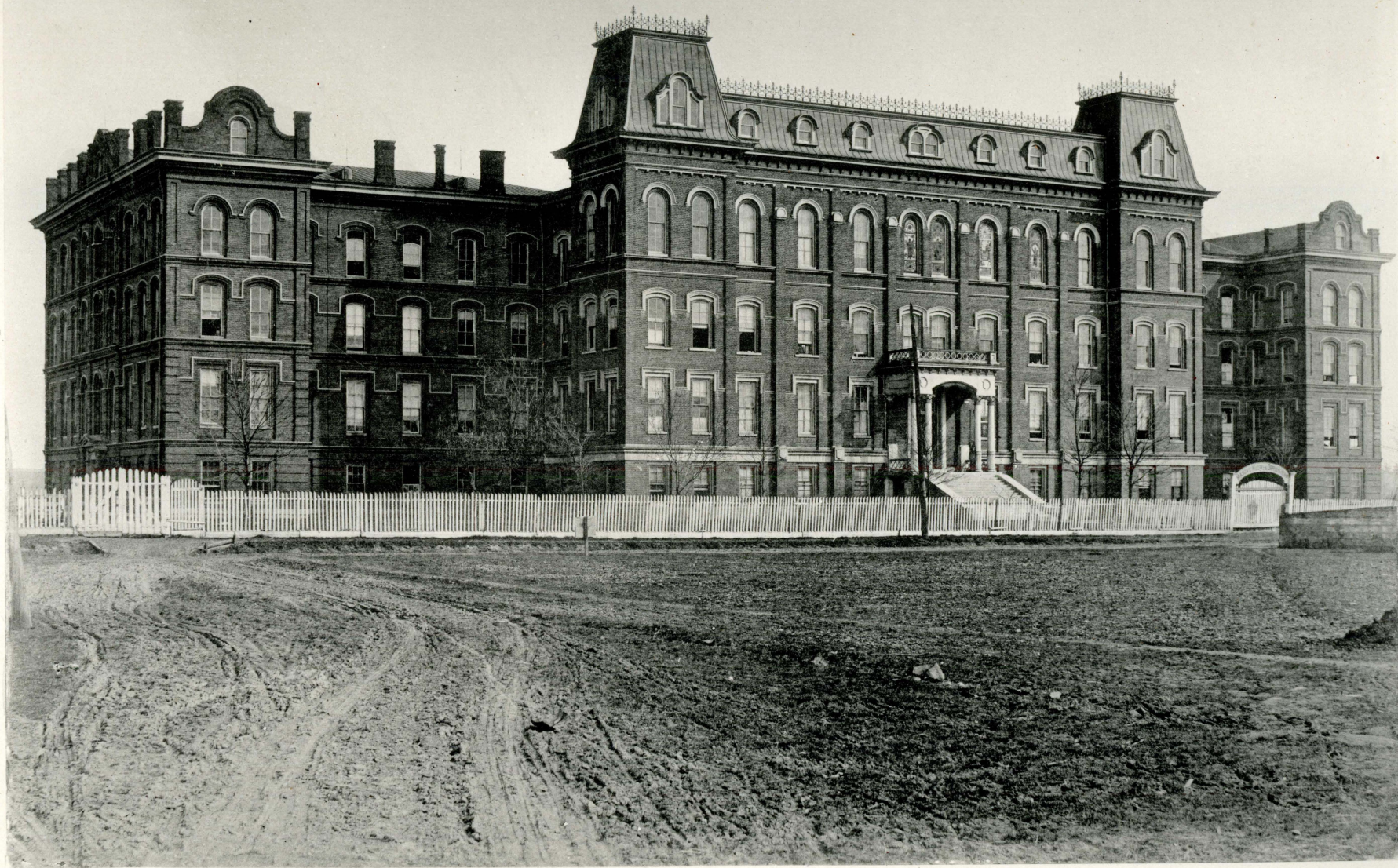


GRAY, BET. BROOK AND FLOYD, LOOKING EAST.



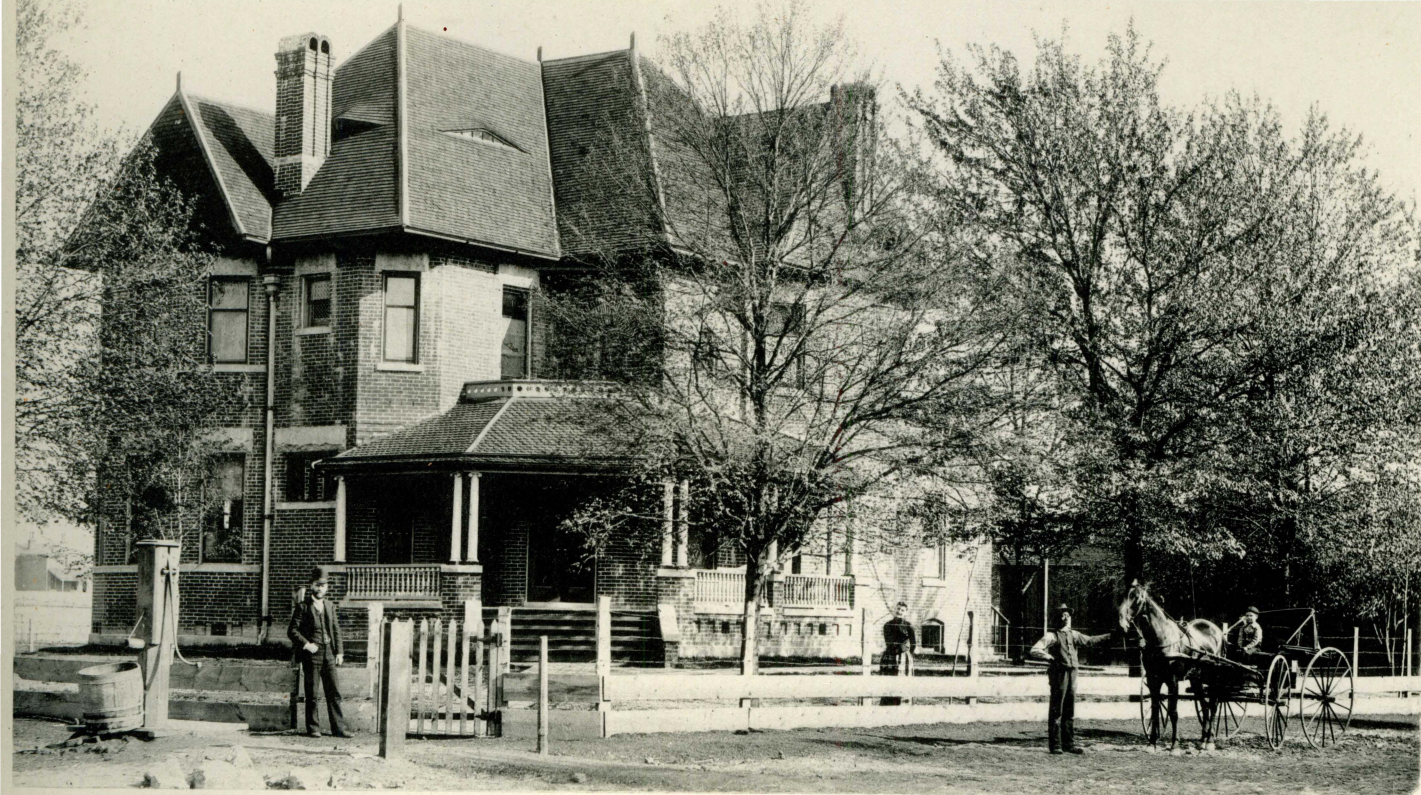
LOUISVILLE BRIDGE.





MASONIC ORPHANS' HOME.





RÉSIDENCE OF GEO. M. CRAWFORD, PARKLAND HILLS.



CORNER FOURTH AND WEISSIGER ST.





CORNER SECOND AND ST. CATHERINE.



Martha, Mary and Peggy; Richard Chenoweth, his wife Hannah, his two daughters, Melana and Jane, and his two sons, James and Thomas; John and Mary McManiss, and their sons George, John and James; John and Mary Tuel, and their children, Jesse, Ann and Ninney; William and Elizabeth Faith, and their son John; Jacob and Elizabeth Reager, and their children, Henry, Sarah and Maria; Edward and Mary Worthington, and their children, Charles, Ann and Elizabeth; James Graham and his wife, Mary.

They were in due time made aware of Clark's success by the prisoners borne from Kaskaskia to Virginia, and in the latter part of the same year word came from the victorious commander to erect a fort on the main land for future habitation there. It was at once begun on the high bank where the foot of Twelfth street now fronts the river, and was finished in 1789. The costs of the work were afterwards settled and paid for by the Virginia Legislature. Around this fort some of the settlers on the island joined the emigrants who rapidly poured in, built their cabins, and gave to the new settlement the name of "White Home." This fort was a parallelogram of double log cabins, 200 feet in length and 100 in breadth, with an inner court of 150 feet by 50. Each of the four corners was a block house, with walls projecting beyond the lines of the cabins, and serving the purpose of bastions.

While this was in course of construction, another fort was begun near the mouth of Bear Grass by Col. John Floyd, and built with eighteen rooms, capable of sheltering one hundred persons. To this was given the name, "Mouth of Bear Grass." These two forts served the purposes of the settlers until Fort Nelson was erected in 1782. This more formidable structure stood on the north side of Main, between Sixth and Seventh streets, and was built with some pretense to military art. It covered about one acre of ground, and was surrounded by a ditch eight feet deep and ten wide. Cannon was used in the armament of this defensive work; among the pieces a six-pound brass field-piece captured at Vincennes. This piece of ordnance was a favorite with General Clark, and became a pet with the soldiers after. It was used in Clark's future expedition against the savages, and with it the fortifications of the British and Indians at Piqua were battered down. We cannot here find space to give an inventory of the military equipment and munitions of Fort Nelson, now the most formidable post in the great wilderness; but we mention that there were, one brass six-pounder, two brass three-pounders, one iron ten-pounder and eight iron



swivels, with cartridges, balls, shells, hand-grenades, muskets, swords and other paraphernalia of war, adequate to any emergency.

The impetus given by these military establishments was sufficient to give to the Falls of Ohio an attraction and importance. Assured of safety against all assaults and perils of savage warfare, the influx of emigrants at once set in, and all appearances of a busy town were given to the site of Louisville. The map of William Beard, a surveyor, executed in 1779, shows one street running along the river bank from First to Twelfth streets, and half-acre lots, 105 feet front by 210 deep, laid out on each side of it, and numbered from one to eighty-four. It showed, also, four short streets north of Main, opposite the great bend of the river, and lying off in a north-west direction from Tenth street. Main street was crossed by twelve streets running north and south, one square each, and the four streets in the river bend north of Main were crossed by four others at right angles. The lots were numbered, and on April 20, 1779, the settlers had a lottery and drew their lots by the numbers, and assumed ownership accordingly.

Late in the same year of 1779, General Clark returned to the Falls, and had drawn and platted a map of the town, which was a vast improvement on the crude attempt of Beard. This showed three streets parallel with the river, corresponding with our Main, Market and Jefferson; and twelve streets at right angles to them, corresponding with our present cross streets, numbered from one to twelve. The space from Main street to the river was left public, with the cross streets running through and dividing it into eleven sections. Back of the street corresponding to Jefferson was another slip of ground, half a square in width, extending the length of the town, with the cross streets cutting it also into eleven sections. Two whole squares were left, in addition, between Fifth and Sixth streets, where the Court House now stands.

But the trustees never adopted any plan of the town, as far as their records show, until that of Jared Brooks was established by act of the Legislature in 1812. None of the plats of the many made were comparable to that of Clark, and had this been adopted and adhered to, it would have made of Louisville one of the handsomest laid-out cities on the continent, with its public grounds as defined.

The sequel showed that Louisville was not to be exempt from that complexity and disorder which resulted from the crude legislation of Virginia in regard to the surveys and titles of real estate, and out of which grew a pandemonium of litigation, entailing disaster and the loss of





RESIDENCE OF C. R. PEASLEE.

homes and fortunes to thousands. A novel incident in the instance of Louisville served to involve the early settlers in more serious trouble and loss. They had laid out the city on the lands surveyed and entered by Dr. Connelly, and the loyalist owner lay in prison under the charge of treason against the colonial government then at war with England. It was thought best therefore, to have the land of Connelly confiscated for his treason in taking up arms against his country, and to obtain an act incorporating the town upon his forfeited land. A petition was sent to the Legislature of Virginia early in 1779, praying for these purposes. The prayer was granted, and the upper half of the two thousand acres of the Connelly land was forfeited, and vested in trustees, John Todd, Stephen Trigg,

George Slaughter, John Floyd, William Pope, George Merriwether, Andrew Hines, James Sullivan, and Mortham Brashears. By a rule of the legislature, this act took effect, May 1, 1780.

But there must be no mistake about the Tory Connelly being fully divested of all his land, by judicial proceedings, as well as by statute of Virginia. On the first of July, 1780, an inquest was held at Lexington by George May as escheator, with the following named as jurors: John Bowman, Nathaniel Randolph, Daniel Boone, Waller Ourton, Robert McAfee, Edward Cather, Henry Wilson, Joseph Willis, Paul Froman, Jeremiah Lilford, James Wood, and Thomas Grant. The jury found that Connolly was a British subject within the meaning of the act of escheats; that





BROADWAY CHURCH.





VIRGINIA AVENUE, PARKLAND HILLS.



STREET VIEW AT FIRST AND WALNUT, LOOKING EAST.





L. SEELBACH'S HOTEL.





RESIDENCE OF N. GREEN.



RESIDENCE OF J. S. LITHGOW.





RESIDENCE OF WM. SEMPLE.



after the 19th of April, 1775, he of his own free will, left the States, and joined the British troops; and that on the 4th of July, 1776, he was possessed of 2000 acres of land on the Ohio opposite the falls. The escheator and jurymen signed an indenture of inquisition, setting forth the facts, and had it recorded. By coincidence, the legislative act and the verdict of the jury were on the same 1st of July, 1780, divesting the inflexible loyalist of his lands. Thus fidelity to an unjust and unholy cause, though it may have been with purest intent, led to the sacrifice of a fortune that promised millions to the owner if fortune had but smiled favorably.

It would seem that all these formalities of legislative and court proceedings would have been sufficient to have forever made good the titles to the lot property of Louisville, but such was not the case, as will presently appear. At the first meeting after incorporation, February 7, 1781, the trustees appointed Meredith Price, clerk, and directed George May, the county surveyor, to run the division line between the upper and lower thousand acres of the Connelly tract, and lay off town lots of all the upper half, not yet so laid off. In the summer of 1783, began a bitter conflict between the city fathers and Col. John Campbell, concerning the titles to property. At the May session of the Virginia Legislature, 1783, an act was passed recognizing a debt of £450 due from Connelly to Campbell & Simon, as a lien upon the land on which Louisville was founded, and all sales of lots by the trustees suspended. At the October session of that year another act was passed which repealed the original act of incorporation, so far as it affected the rights of Campbell & Simon to make their money out of this land. In 1784 an act was passed requiring the trustees to sell the land on which the town was laid off, and pay off this debt with interest. In 1786, after Col. Campbell had been paid more than this debt, another act was passed appointing commissioners over the trustees, and authorizing them to sell any of the lots unsold in the town, to pay Campbell & Simon above £600 due them from one Alexander McKee. This McKee was a renegade white man, like the infamous Girtys, who had left Pittsburg and joined the hostile Indians at the opening of the Revolutionary War. He became debtor to Campbell for sutlers supplies at Pittsburg, and the debt thus created had no relation whatever to the land which formed the site of Louisville. Although it was most probable that the debt was for purchases of arms and ammunition, with which he helped the Indians to fight the settlers around Falls of Ohio and other portions of Kentucky, the act was lobbied through the Virginia Legislature in 1791, just before Kentucky became a State, divesting the lower thousand acres of the Connelly tract of any



defect of title it might have received from the inquest of escheat, and confirmed it to Campbell after he had thus been allowed to make his original mortgage debt, and the outrageous McKee debt, out of the upper one thousand acres upon which Louisville was laid out.

After this buccaneering legislation, and the spoliations under it, all that was left of the splendid domain that formed the site for city, where the public square at the court house and the grave yard on Jefferson street, between Eleventh and Twelfth; the one thousand acres were swallowed up. Under the new order of things, the town was practically to make its beginning, and it began in a new way under the better auspices of home government. In 1795, the Kentucky Legislature put the control of municipal affairs in the hands of a board of trustees elected by the people, and in the same act, got rid of Campbell by discontinuing the inspection of tobacco at his warehouse in Shippingport. The first trustees elected were Archibald Armstrong, Gabriel I. Johnston, John Eastin, Evan Williams, Reuben Eastin, Henry Duncan and Richard Prather. The board elected Worden Pope their clerk, June 7, 1797. The first tax-list of Louisville is an interesting relic of the times, and is as follows :

50 horses, at 6d each.....	£ 1— 5s—0d
60 negroes at 1d each.....	3— 5s—0d
2 billiard tables at 20s each.....	2— 0s—0d
5 ordinary licenses at 6s each.....	1—10s—0d
5 retail stores at 10s each.....	2—10s—0d
6 carriage wheels at 2s each.....	0—12s—0d
Town lots at 6s per £100.....	8—13s—6d
80 tithables at 3s each.....	12— 0s—0d
<hr/>	
£31—15s—6d.	

The grandchildren who are here a century later to-day will be curious, and perhaps amused to know what the city fathers did with this amount of revenue, upon which to launch the little bark of destiny upon the broad sea of the unexplored future. Fortunately the records are preserved to tell us of the queer things done; such as the passing of ordinances for cutting down the Jamestown weeds in the streets, building a bridge over Beargrass Creek aided by private contributions, forbidding the landing of millstones at the mouth of said creek, making the owners of houses renting for eight pounds a year furnish a fire-bucket for each house, contracting with Drake's Theater for a benefit in lieu of a tax, punishing with 15 lashes negroes where three or more assembled at the market house and made a noise, forbidding the burying of any corpse





### CITY HOSPITAL.

except that of a citizen in the grave yard, issuing shiplasters of twelve and a half cents and upward for a circulating medium, and offering one cent for the scalp of each rat killed in the city. Such were the antecedents of Louisville to 1795, with a population of some 400 adventurous people from different states and foreign lands, content to dwell in humble cabins for their homes, and to endure the mire of the unpaved streets and the stagnant ponds which were the features of the town for years. Under the regime of the trustee government, Louisville began and layed the foundation for some of those enterprises which since have given her character, growth, and prosperity.

In 1795, the tobacco trade, now grown to be the largest of any city in the world, was inaugurated in a log warehouse on the river near the old mouth of Beargrass.

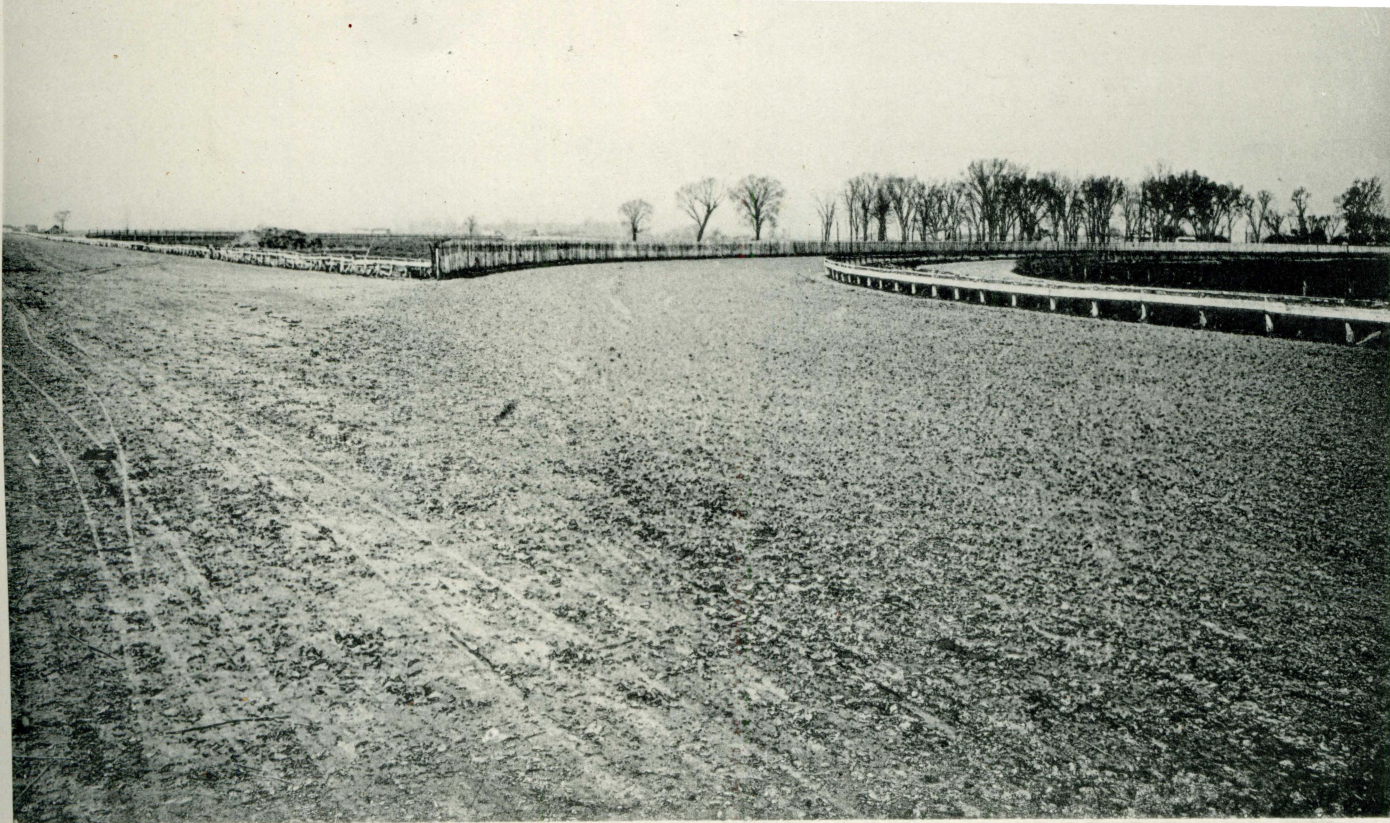
In 1797, pilots were authorized by law to conduct boats over the rapids, after the loss of many lives and much property by unskillful navigators. In 1799, Louisville was made a port of entry by act of Congress. This had been an importing place years before, under the dominion of Virginia, and William Johnston was the first collector of customs. According to the accounts rendered to Virginia, the articles imported before the act of Congress, were dry goods to the amount of £20,404.17s; and flour £50; 705 pounds of coffee, 550 of sugar, 90 of snuff, and 7.915 gallons of spirits.



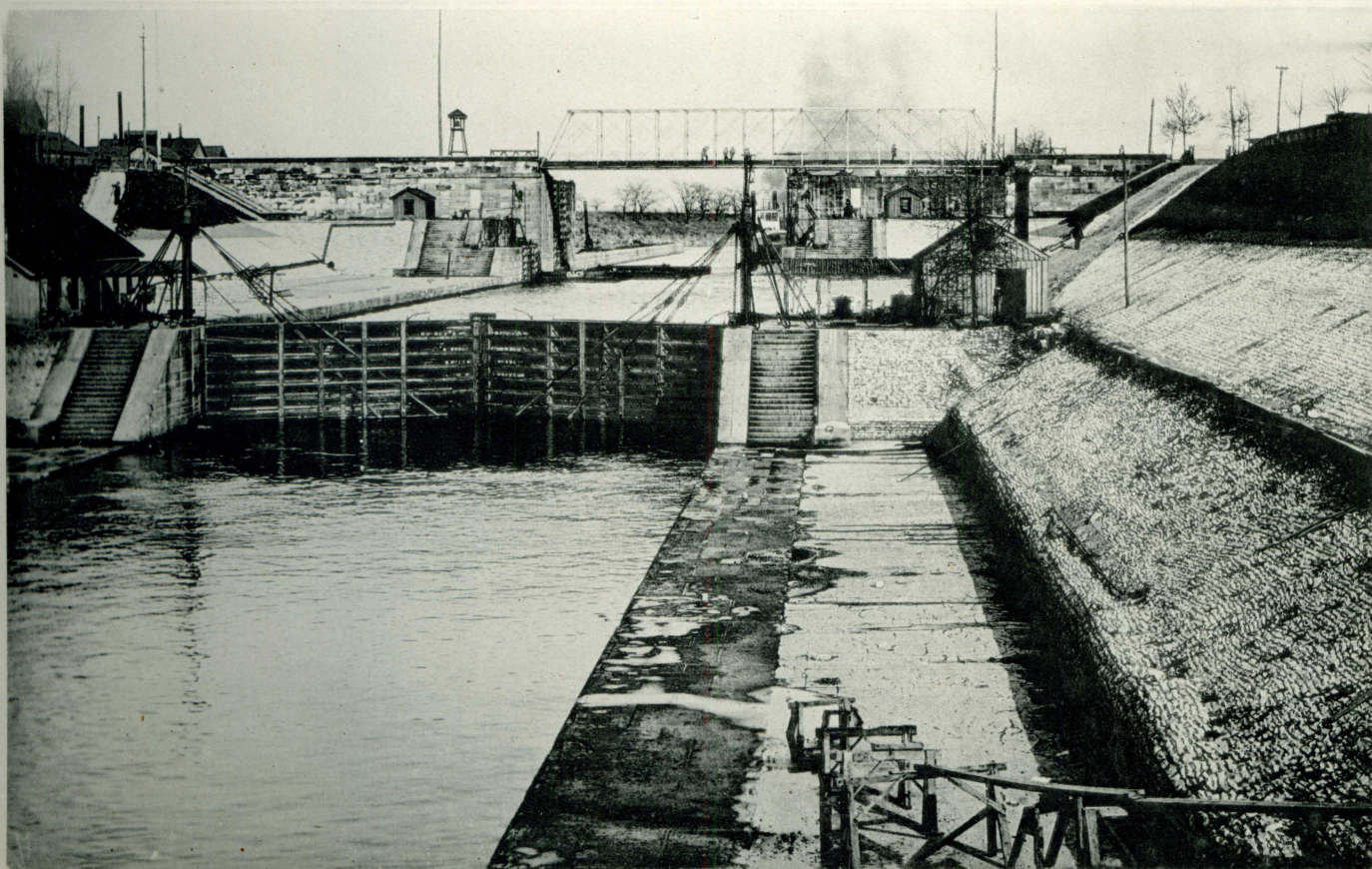


K. & I. BRIDGE.





THREE-QUARTER SHOOT AND LOWER TURN, RACE COURSE.



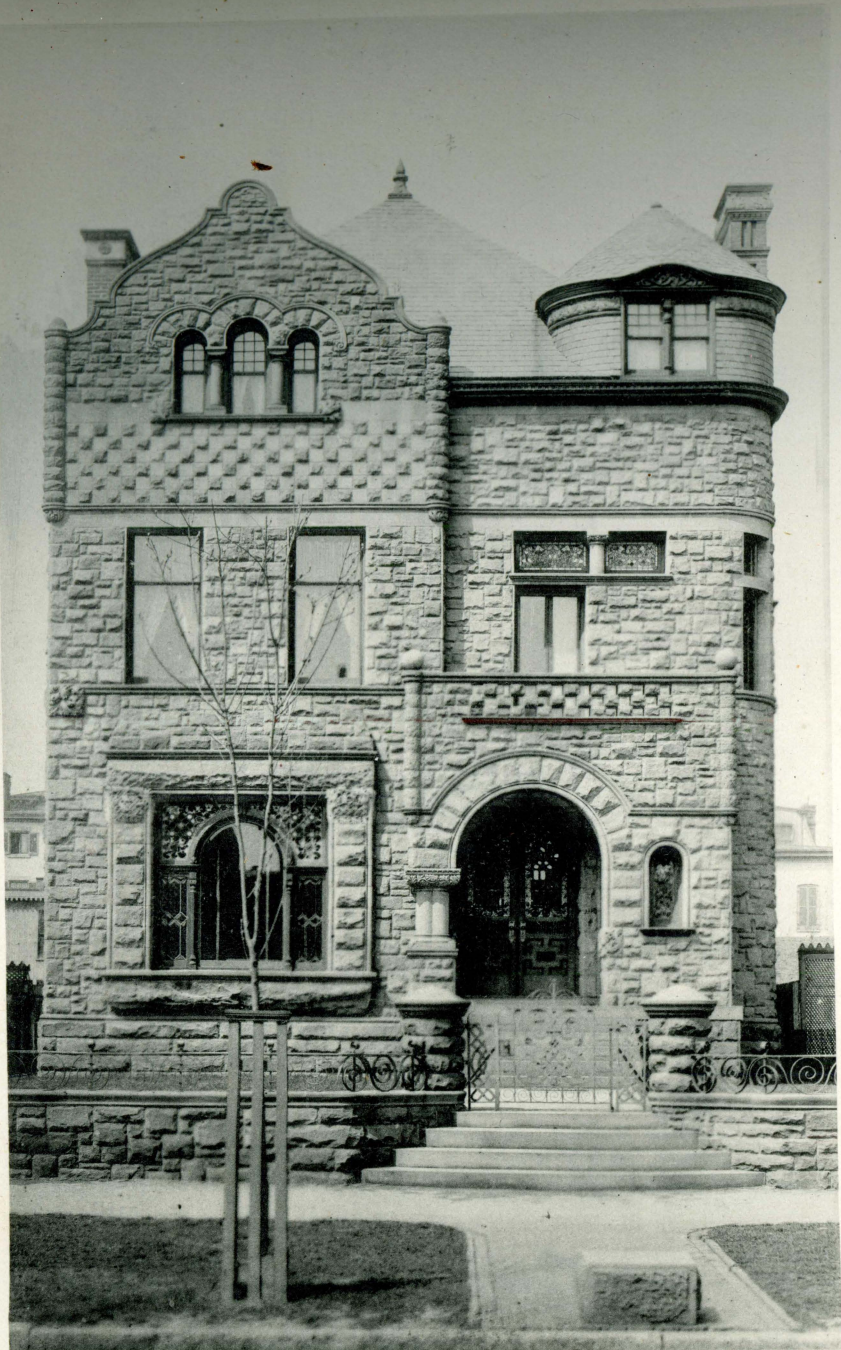
LOUISVILLE AND PORTLAND CANAL LOCKS.





THE JOHN N. NORTON MEMORIAL INFIRMARY.





RESIDENCE OF M. SELLEGER.



RESIDENCE OF K. N. SMITH.





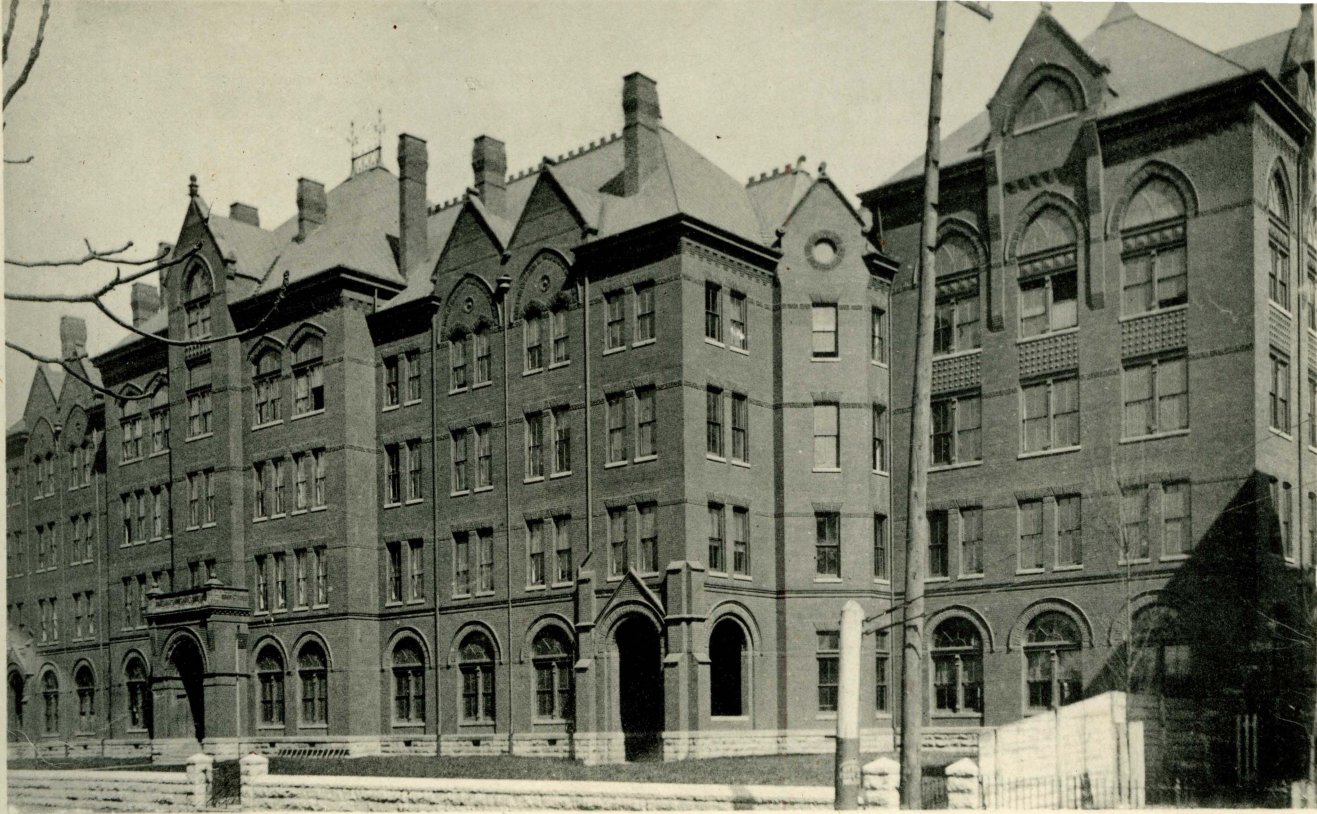
VIEW OF BUSINESS BLOCK ON E. BROADWAY.



In 1800, the mouth of Beargrass Creek was improved and made a convenient harbor, under the auspices of the trustees, who appointed Evan Williams the first harbor-master, under the same authority Peter Barr erected the first market-house the city ever had, on Sixth street between Main and the river, in 1802. In 1806, the old graveyard on Jefferson, below Eleventh, where many old citizens were buried, was fenced against the trespass of stock running at large on the commons. In this same year half the public square on the south side of Jefferson street, between Fifth and Sixth, was authorized to be sold to raise funds for erecting the brick Court House with wooden pillars, that was built in 1817, on the corner where the City Hall now stands. Louisville and its suburbs were dotted with ponds here and there, and in the year last named a system of drainage was successfully begun, by sinking wells near by and draining the water through them into the beds of sand and gravel that deeply underlie the city. The first pond thus drained by authority of the trustees was opposite the corner of Main and Third Streets. In 1812, a map was made under legislative authority by Jared Brooks, which more correctly fixed and defined the streets and lots, which were in much confusion. In 1810, watchmen were first appointed to guard the interests of the citizens while they slept, and Edward Douler and John Ferguson first patrolled the streets, crying the hour of the night on a salary of \$250 a year. The next year an ordinance required the stores to be all closed on Sunday, and all work was forbidden on the Sabbath. On the appearance of Brooks map in 1812, the streets from First to Twelfth, and from Water to Chestnut received the names they now bear, except that Chestnut was called South street. In 1813, the work of permanently improving the streets was begun, and Main street, from Third to Sixth, was ordered to be paved, at a cost of six dollars per square.

In 1816, a charter was obtained for the first public library, under the style of "The Louisville Library Company," under the auspices of Mann Butler, Dr. Wm. C. Galt, Brooke Hill, Hezekiah Hawley, and William Tompkins. The books were kept in the upper story of the court house, and the volumes numbered 500, in 1819; a fair beginning for that day. We have to deplore that the chronic neglect to care for this valuable nucleus for gathering western annals and literature, attended the enterprise, and like others of the kind in Kentucky, all remains of it have perished, save its brief history. In 1817, another institution of which the public has long been a beneficiary, and which was creditable to the spirit of philanthropy of the citizens, was projected and finally brought to completion. A scourge of small-pox had swept the city, and the need of





### SOUTHERN BAPTIST THEOLOGICAL SEMINARY.

a permanent hospital was felt. To this end Thomas Prather gave five acres and Cuthbert Bullitt two, of the ample lot on Chestnut street, between Preston and Floyd; on this ground was erected and ultimately finished, the ample and imposing buildings of the present city hospital. It may be called the pioneer public charity of Louisville, and was only brought to completion by the co-operative aid of both the City and State.

In 1818, the cross streets were extended south as far as Broadway, through the first ten and twenty acre lots. In 1821 the city was divided into three wards, and in 1825 the trustees bought of James Pearce the river bank between Seventh and Eighth streets, and north of Water, for \$698.25, for a wharf. The same year the city was honored with a visit from LaFayette, and \$200 was appropriated for duly celebrating the event. Four years before, the first hand fire engine was purchased for use in the city.

The learned professions were not unrepresented, and history has not omitted to record their quaint peculiarities of the day. As soon as the fort at the foot of Twelfth street was built, near by, Dr. George Harff opened his office and began the practice of the healing art; much that he did is not of record; but we learn at least that he distinguished himself by charging George Clear \$240 for administering to him eight doses of calomel, and \$240 more for applying four blistering





CAVE HILL.





COMMERCIAL CLUB BUILDING.



RESIDENCE OF W. S. MATHEWS.





STREET VIEW, COR. JACKSON AND JACOB.





RESIDENCE OF H. L. STONE.



RESIDENCE OF EDWARD W. CHAMBERLAIN.





RESIDENCE OF B. F. GUTHRIE.

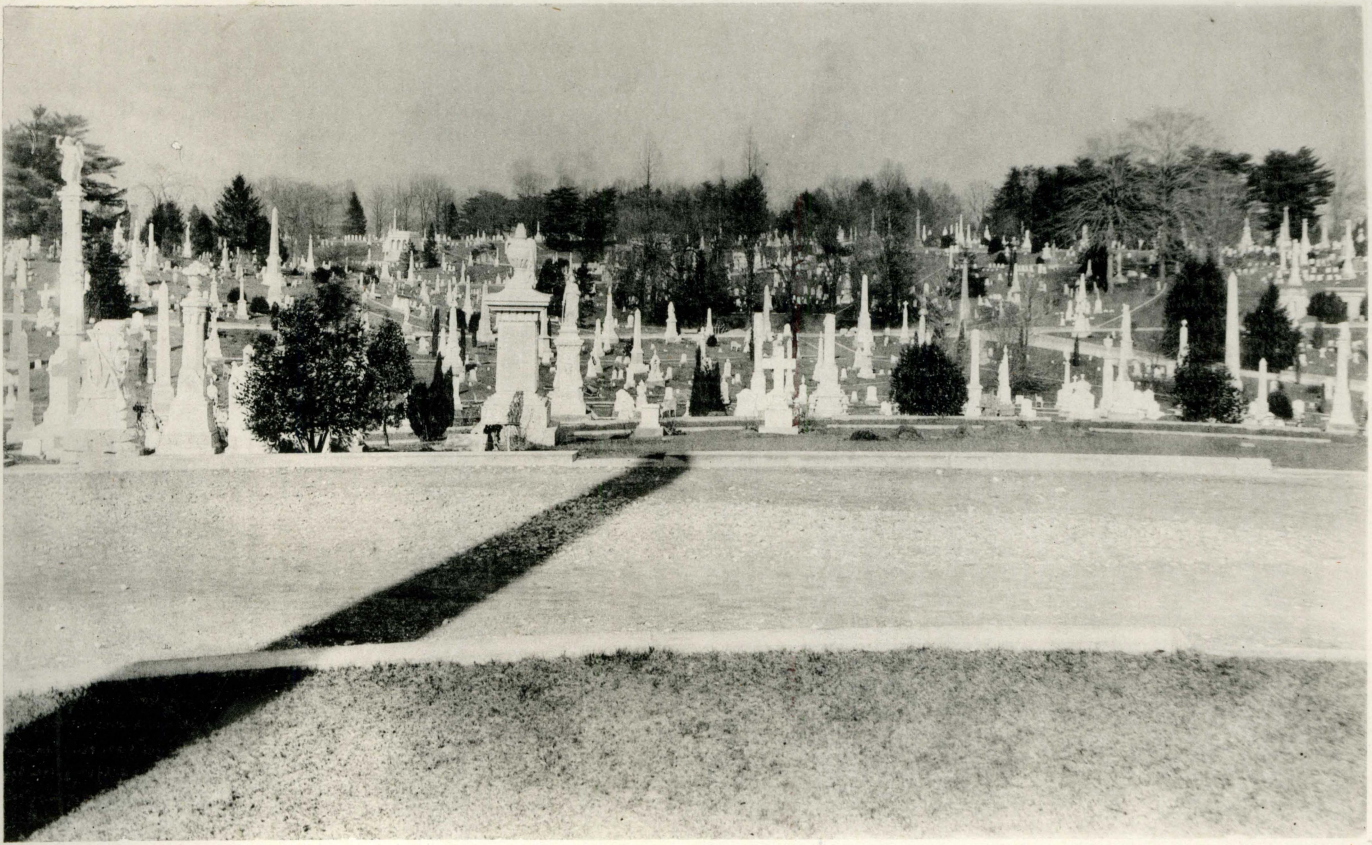


plasters to his child. It is due to the memory of Dr. Harff, and to the good name of the profession, to remind the reader that these bills were rendered in the days of continental currency, which had much the same fate as the confederate currency in 1865, used by our brethern of the South within the memory of many yet living. At as early a date, Alexander Scott put up his sign as the first lawyer of Louisville, in point of time, and displayed his versatile humor by substituting for Blackstone's fictions of *Doe vs Roe*, such inventions as *Seekright vs Badtitle*, *Dreadnaught vs Wronghead*, *Peaceable vs Headstrong*, and other such monstrosities. Rev. John Whittaker seems to have been about the first representative of the clerical profession; and though there was no house of public worship as yet, he found stumps plentiful. From these rude and improvised pulpits, and the canopy of heaven overhead, he did not lack for opportunities nor audiences.

Within the precinct of this same old fort, at as early a day as 1780, there clustered the various manufacturing industries peculiar to the age. Without a reference to these we would fail to reproduce the history and picture to the mind, the habits, the customs and the life of the brave pioneers. William Spangler was the village blacksmith, the clang of whose anvil and hammer rang out across the river, or in echos through the forest adjacent. Hard by was the gunsmith shop of Michael Humble, where the old-fashioned flint-lock guns were daily repaired. Then came the cooper shop of useful Joseph Cyrus, where wooden piggins, pails, churns, noggins and other vessels of domestic use were made. On the south-east corner of Fifth and Main was the distillery of Evan Williams, and on the south-west corner the tannery of Peter Bass. On Main, between Sixth and Seventh was located the tailor shop of Mark Thomas, and on Fifth, between Main and the river, was the hatter's shop of Henry Duncan. Such was the primitive genesis of the manufacturing enterprise of the Falls City, now grown to vast proportions, and destined to a career of rivalry with that of the leading marts of the world.

In early days in town and country, the stranger was ever welcome to the hospitality of the pioneer cabin. But there was an old law of Virginia as far back as 1663, which forbade compensation for such entertainment unless there was a previous bargain made for the price to be paid. Taverns,—hotels were not much known then—were therefore an early necessity. The first tavern known to have been kept at the Falls was that of Mark Thomas. This was a log cabin, and the hostelry premises embraced the whole square, No. 7, bounded by Main, Sixth and Seventh streets, and the river; here, fronting on Main, with the picturesque rapids for a river view towards the





CAVE HILL CEMETERY.

north, host Thomas owned and possessed a property that would have made his heirs many times millionaires if they could but have held it until this day. An incident is left of record, that the trustees of the town were regaled at the board of this tavern, and the bill of fare, probably appetized with some of the best of the product of Evan Williams' distillery, was so enticing, that they were captured into making an appropriation £20.10s to pay the costs thereof. Unluckily for Thomas or the trustees, a new board of city fathers soon after succeeded, and repudiated the bill the trustees charged to the intriguing tact of their chronic enemy, Col. Campbell, this cruel breach of faith. Other taverns were opened soon after, and the rates fixed by law were, corn, per gallon, 9d; dinner, 1s, 6d; lodging, 6d; whiskey, per pint, 6d; toddy, per quart, 1s, 6d.

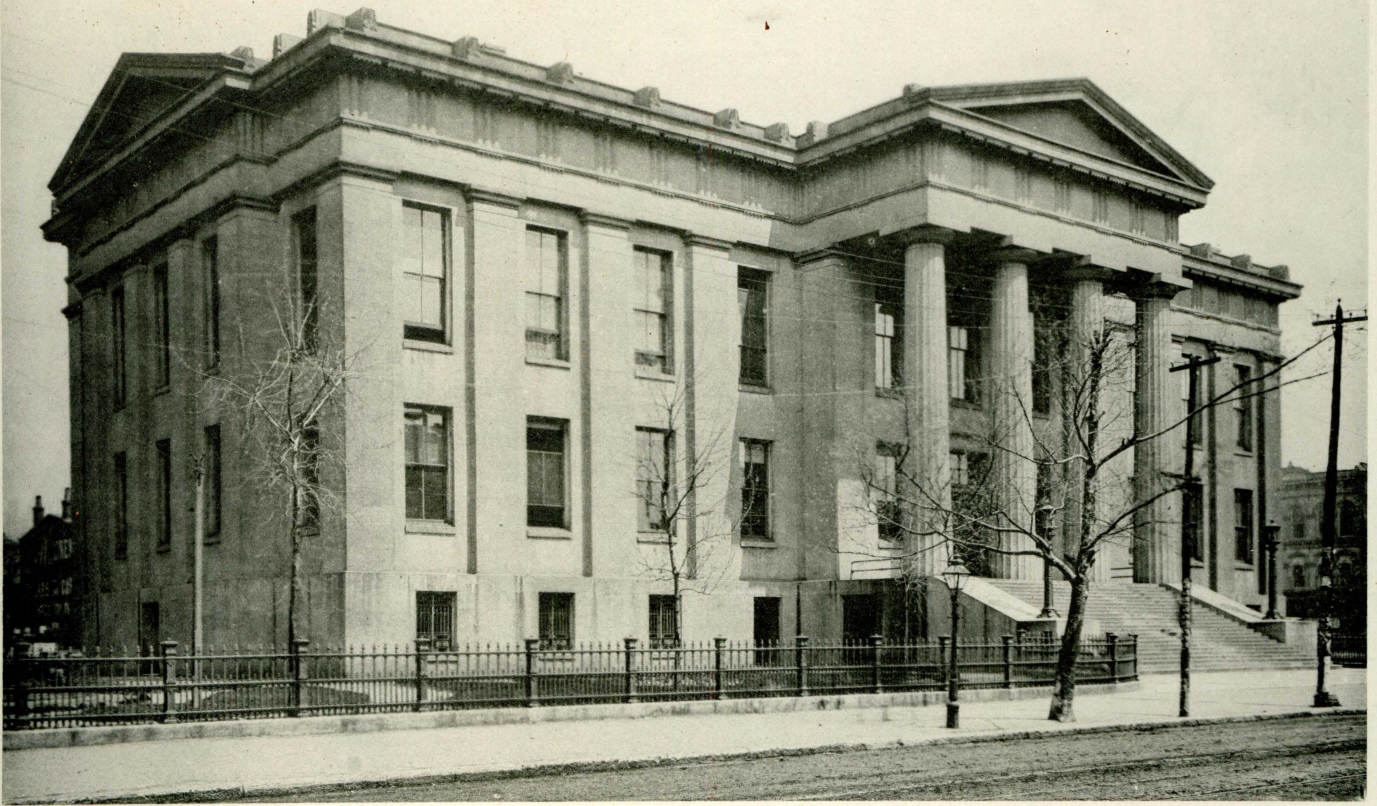
Among the *first things* in Louisville, Daniel Broadhead opened a store on Main, below Second, where the old Washington Hall afterward stood. Then, and for many years after, goods were carried on pack horses over the mountains from Philadelphia to Pittsburgh, and thence on flats down the Ohio. His store was not a specialty; everything worn on the person or used in the various employments could be purchased there. In addition, Broadhead was an insurer against losses by fire or water. We have some reminiscences of the prices paid for merchandise in those days—of course in continental money. John Westovall was among the citizens killed by the



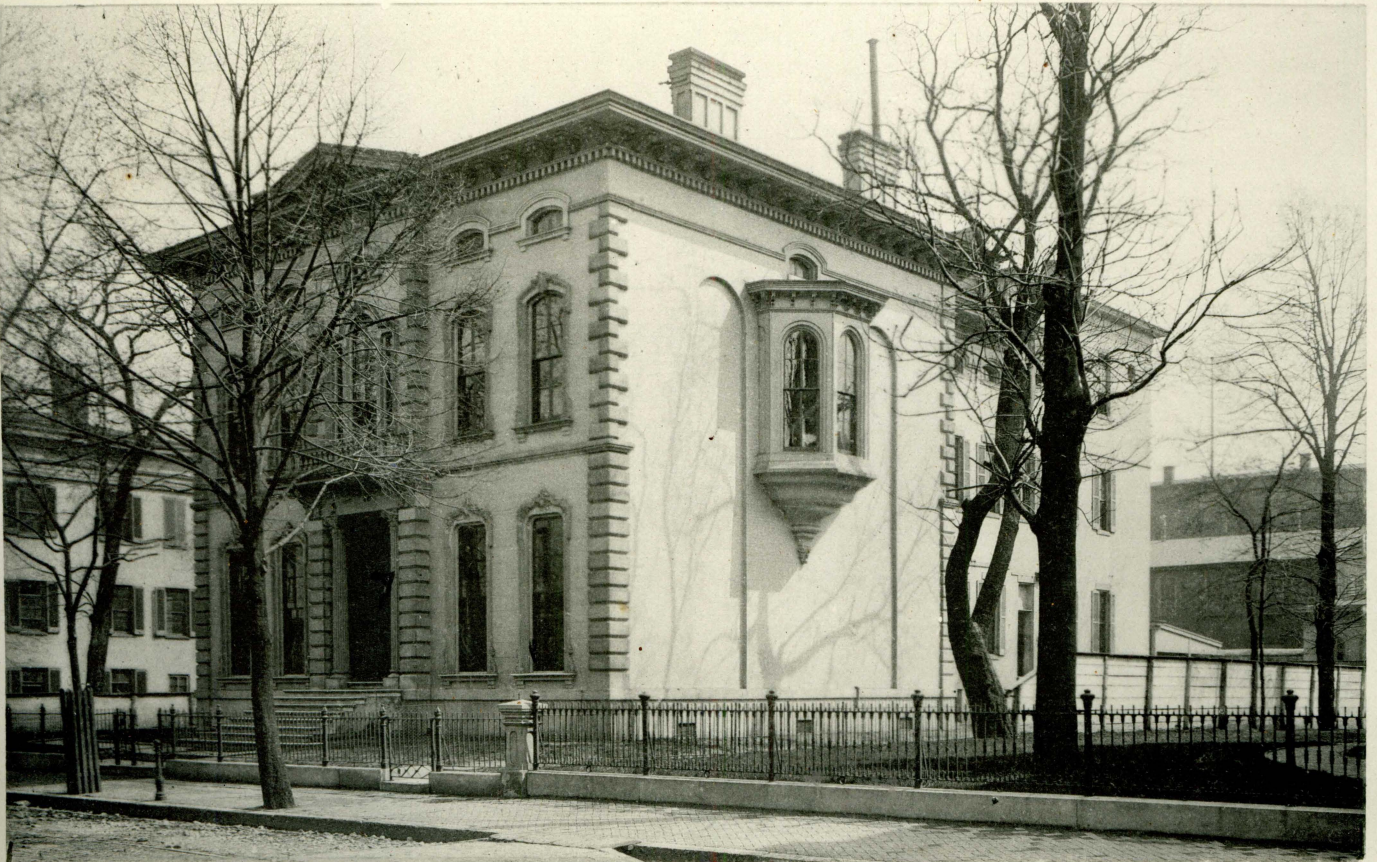


LOUISVILLE & NASHVILLE R. R. YARDS.





COURT HOUSE.



PENDENNIS CLUB.





CUSTOM HOUSE.





GERMAN INSURANCE BANK.

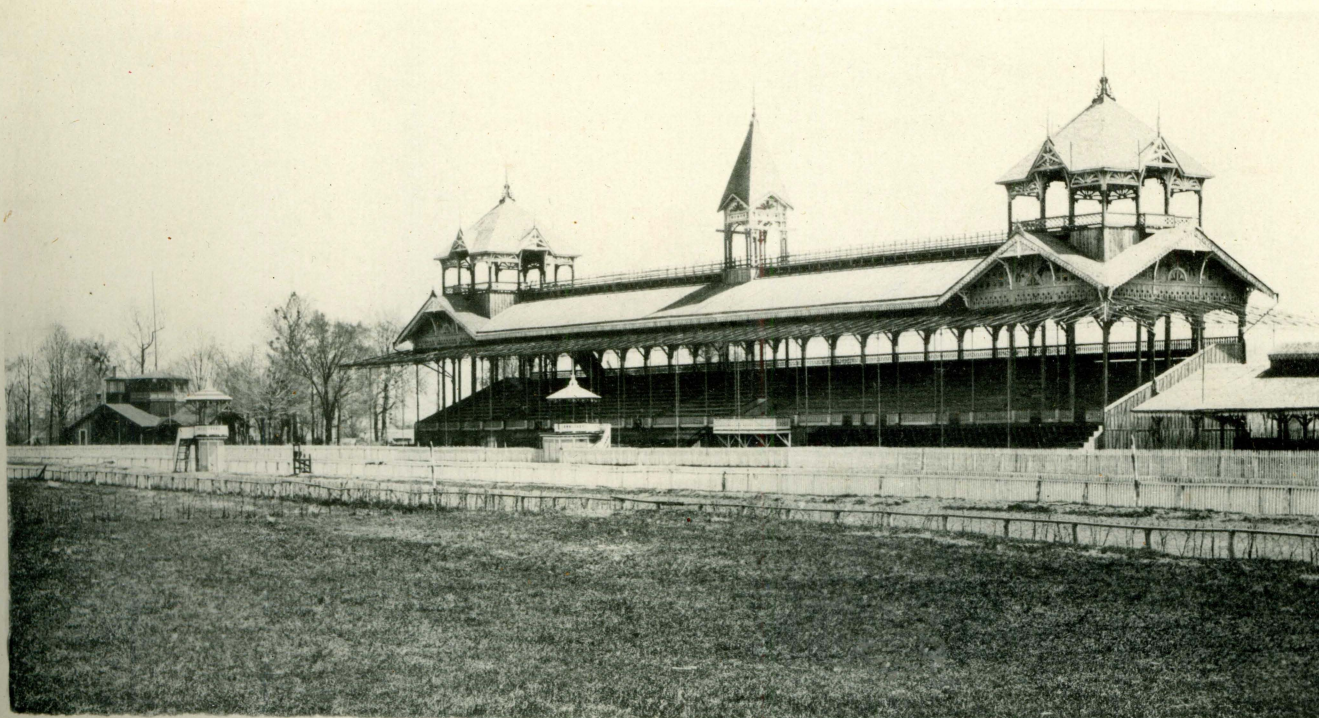


CHURCH HOME AND INFIRMARY.





RESIDENCE OF HARVEY MIDDLETON.



GRAND STAND, RACE COURSE.



Indians. After his death, his estate was appraised by Demonia, Pomeroy and Parks, who, under oath, put the following prices on the articles named: One pair shoes, \$40; 40 pounds of sugar, \$30 per pound; 2 axes, \$180; 2 pewter dishes, \$160; featherbed and pillow, \$150; One pot, \$300; one clock, \$20; three quilted petticoats, \$350; one shawl, \$300; one shirt, \$300; one coat, \$500; one blanket, \$150; six pair stockings, \$180; and so on. All the first houses were of logs or boards. It was not until 1789 that Augustus Kaye brought bricks from Pittsburgh, and erected a two-story brick house on Market street, below Fifth. It stood until 1835, when it was torn down to make way for more imposing structures. But wood materials were almost universally used in building, until 1828, when a provision in the charter required brick and stone to be used in the populous parts of the city, as a safeguard against fire.

At the beginning of the nineteenth century the City of the Falls numbered approximately 400 population. According to the tax collector, there were six taverns, six retail stores, forty-nine horses, two carriages, twenty-eight dogs, sixty-five white tithables, sixty-two black, and seventy-five children. Among the merchants we find the names—some yet familiar in their descendants—of John Bustard, Thomas Bullitt, Gwathnecy & Clark, Peter B. Ormsby, Thomas Prather, and Nelson & Eastin. The real and personal property of the town was assessed at \$91,188, the revenue from which amounted to less than \$1000.

On November 27, 1800, a bill was passed in the Legislature, authorizing the insertion of public advertisements in the Farmers' Library, a weekly paper to be printed at Louisville by Samuel Vail, and became a law. Only a few copies of this first newspaper of the infant city are preserved; none earlier than the issue of February 15, 1804. This was No. 161, which would date the first issue in 1801. It was a little folio sheet 19x11, printed with long primer type, and contained more foreign than home matter. According to the Circuit Court record, editor Vail engaged in diversions more amazing, if not more profitable than driving the quill. He brought suit against Charles Quiry on open account, in which we find items as follows: Subscription to horse race, \$1; to cash won of you at *vantoon*, \$45. In another suit against one Sebastian, he accompanied the sheriff to execute a bail-writ, as the defendant was about to put off down the river on a boat. The result is only known from the return made by the sheriff: "The within named Sebastian would not be taken, but kept me off by force, namely, with a cudgel while in a boat." The Farmers Library was succeeded by the Western American in 1804; the Louisville



Gazette in 1808; the Western Courier in 1814; and in 1818, the Public Advertiser was begun by the noted Shadrach Penn. In 1826, the Focus was established and Dr. Joseph Buchanan became its editor, and continued until it was merged into the Journal and Focus, and finally into the Journal, made so famous for over a quarter of a century by the genius and wit of George D. Prentice.

Religion was not forgotten in the chaos of elements that gathered around this nucleus of civilization in the centre of the great trans-moutam wilderness. In a view of Louisville, by Gilbert Imlay, in his topographical description of North America in 1792, there is a church building on the north-west corner of Main and Twelfth streets. Tradition bears this out. Even before this date, such ministers known to Kentucky history in pioneer days as Revs. John Whittaker, Elijah Craig, William Hickman, Benjamin Lynn, and William Taylor, no doubt visited the falls and discoursed to the people upon the themes of the Gospel, in the forts and from the rostrum of the court house. In 1784, Rev. William Kavanaugh, an Episcopal minister, and father of Bishop Kavanaugh, recently deceased, of the Methodist Church, came to Beargrass settlement in Jefferson county, with the Hites. He became rector of the first church named above, as early as 1803, eight years before we have record of any other denomination establishing a church here. At the September term of the chancery court, in several cases against non-residents, warning orders were issued, and the same posted on the court house door, and ordered to be "read at the Rev. Wm. Kavanaugh's meeting house in Louisville, on some Sunday immediately after divine service," a copy of the Farmers' Library attests these facts. In 1811, Rev. Stephen Theodore Badin erected a Catholic church on the north-west corner of Tenth and Main streets, which was the second structure of the kind in the city. It was a neat frame, on the gothic style, and quite an improvement on the log house of Rev. Kavanaugh. Between this church and Eleventh street was a graveyard, the remains of the silent tenantry of which were rudely disturbed when Eleventh was cut through to the river, and when the foundations of the warehouse on the corner of Main and Eleventh were dug. The first Methodist church was built on the north side of Market street, between Seventh and Eighth, on a lot given by John and James Bate. Here Bishop Asbury preached on Wednesday, October 22, 1812, about which he made the note: "I preached in Louisville in our neat brick house, I had a sickly, serious congregation. This is a growing and handsome place, but the Falls or ponds make it unhealthy." The first Presbyterian church, and





RESIDENCE OF T. G. GAYLORD.

the fourth in the city, was located on the west side of Fourth street, between Market and Jefferson, and built in 1816. It was burned in 1836, and nothing about it was more regretted than the loss of the sweet-toned bell, which all had long loved to hear ring out, in musical tones, the hour of ten o'clock at night after the fashion of the times, as well as the hours of worshipful services. Christ's Episcopal Church on the east side of Second, between Green and Walnut, followed in 1825, built on a lot given by Peter B. Ormsby. This stands today with its improvements, the pioneer church of the city. All others preceding have passed away.

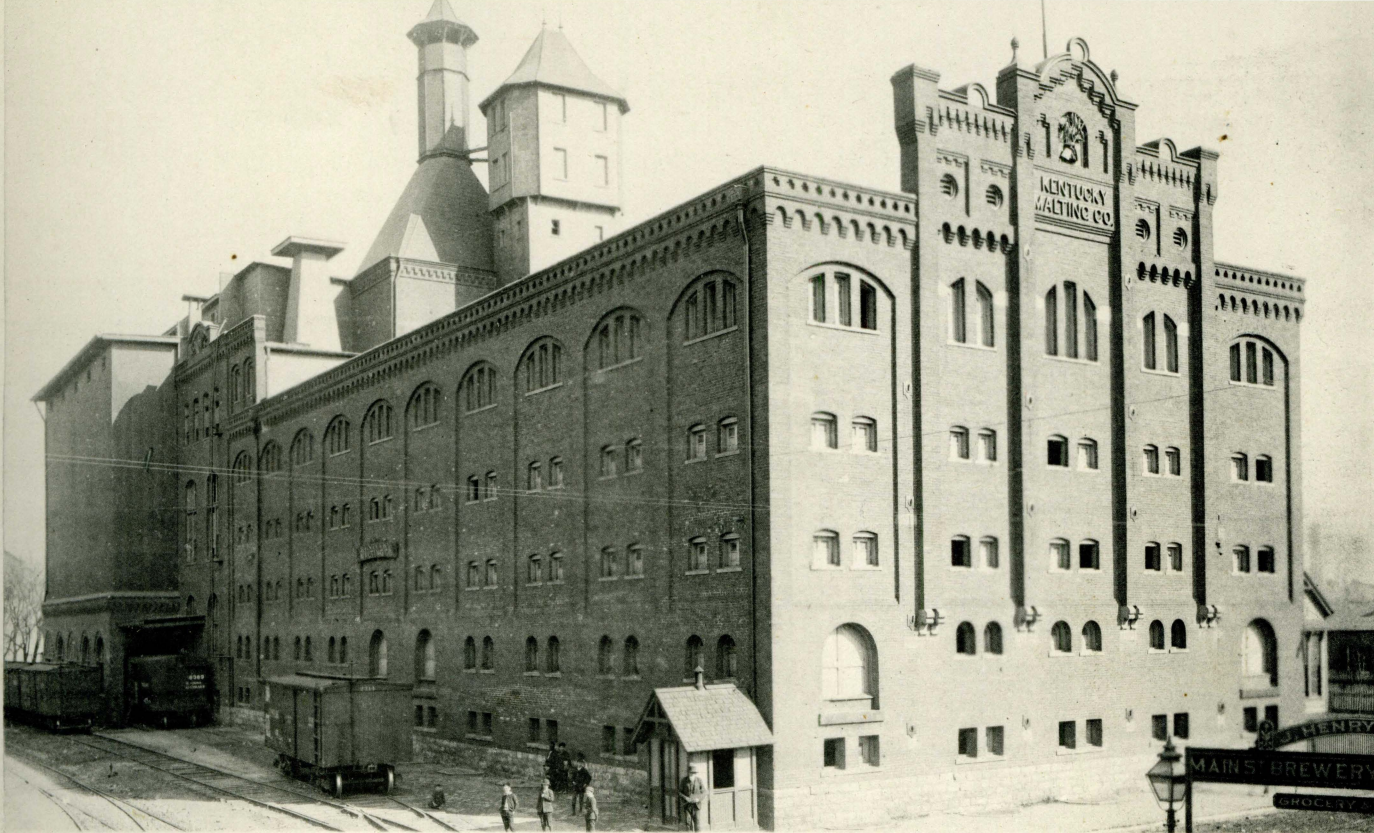
Next in importance as a civilizing factor was the school house. In 1798 the legislature granted 6000 acres of public land for the establishment of Jefferson Seminary, and a lottery authorized to raise \$5000 for the same purpose. Fifty counties in the state received similar donations of land for seminary uses. The proceeds of 300,000 acres of land thus set apart, were nearly all squandered. Not much was done in Louisville towards a public school until 1813; the log-house school was the dependence, then was purchased a lot on the west side of Eighth, between Walnut and Green streets, for \$800, and a brick house with two rooms on the ground floor was erected. The seminary was opened at once, with Mann Butler, the historian of Kentucky, as principal, at a salary of \$600, and Reuben Murray and William Tompkins as assistant teachers, at \$500 each. This school, after years of changeul



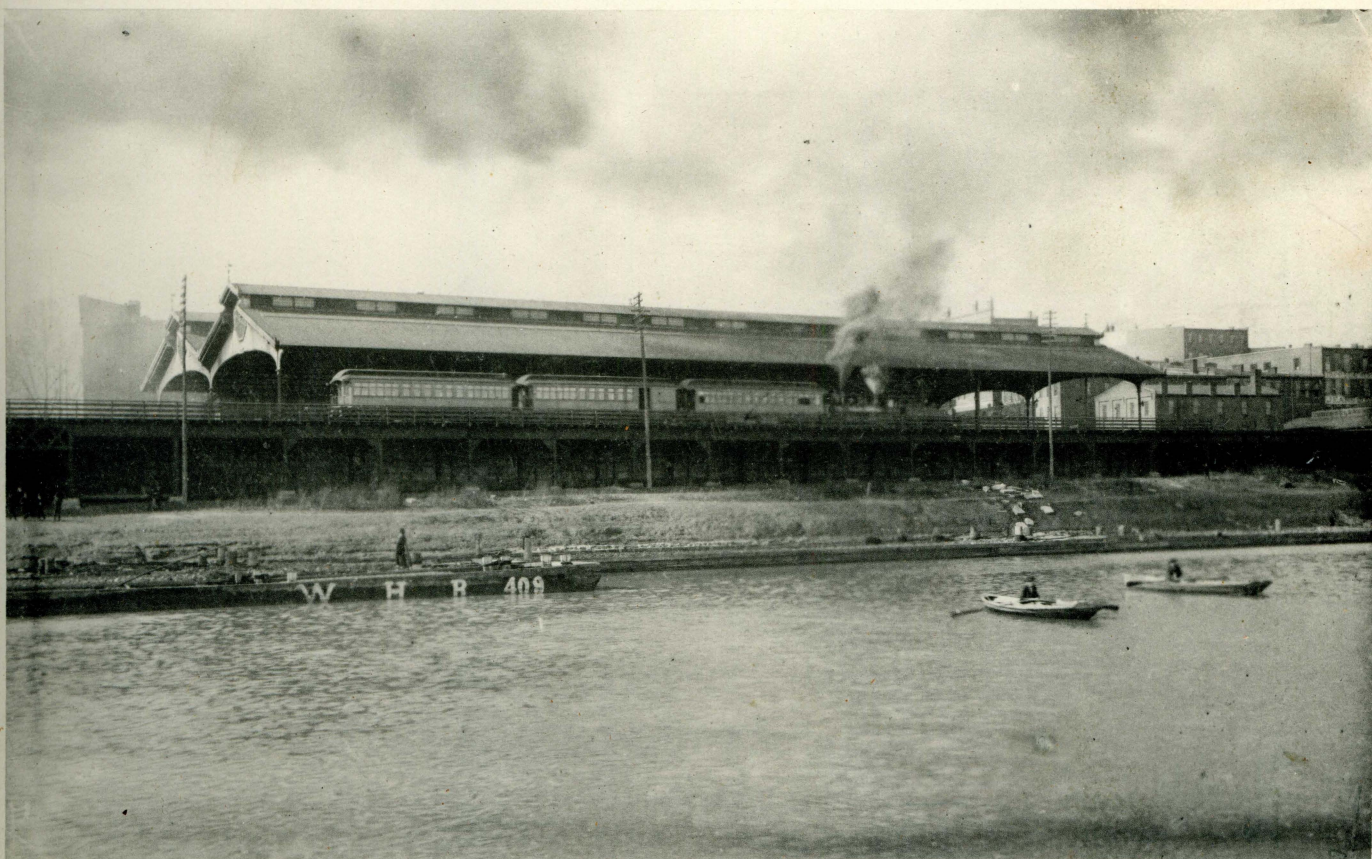


INTERIOR GEO. KENDRICK'S SON'S JEWELRY STORE.





KENTUCKY MALTING CO.



UNION DEPOT.





MAIN STREET, WEST FROM SEVENTH STREET.





CHURCH OF THE MESSIAH.



RESIDENCE OF VERNON D. PRICE.





GERMAN BAPTIST ORPHANS' HOME.



RESIDENCE OF F. J. PFINGST.



experience, was finally merged into our male High school of to-day. From this remote and meagre beginning has grown the ample and generous system of public and private schools which afford the facilities of education to the entire pupil population.

To no one event was the growth and influence of Louisville due, as a great commercial center, more than that of the application of steam to the propulsion of vessels upon the western waters. Previous to the introduction of steamboats, flats and keels and barges did the carrying trade of the rivers, manned by a class of men who added little to the civilization of the times or the morals of the city. These rivermen were largely made up of characters formed amid the desperate adventures of border-life. Many had been prominent spies and rangers who were thrown out of employment by the cessation of Indian hostilities, and they carried with them upon the river the habits they had formed while watching for the savage in the woods. With poles and oars they drove their boats against the currents, even of the mighty Mississippi. They had many a deadly contest with the outlaws who infested the shores of the rivers in early times. They were a hardy and reckless set of men, but safe to be entrusted with the cargoes committed to their charge, especially when their services were needed to protect against the freebooters on the shores.

On the Shippingport point and at the mouth of Beargrass Creek, were ship yards where the early boats were made, and here the boatmen had their frolics when on shore. At the old mouth of Beargrass, between Third and Fourth streets, the land was an extended flat, and here it was that Mike Fink, one of the leaders of the boatmen, sometimes amused his comrades and such citizens as chose to look on, by shooting a pint cup with his trusty rifle, from the head of his brother at the distance of thirty yards or more. This shooting was usually done on a wager for a quart of whiskey, and it is almost incredible that a man, knowing that the variance of the rifle the tenth part of an inch at the muzzle would have driven the ball crashing through the brain, would have risked its coming so near, for his share of a quart of whiskey; yet it was often done without hurt and without danger in the opinion of the iron-nerved men of the day.

In October, 1811, the Orleans, the first steamboat that ever moved upon the Ohio River, landed at the mouth of Beargrass. She was in charge of Captain Rosevelt, with George Baker engineer, Andrew Jack, pilot, and six hands for firemen and crew. She was built by Fulton and Livingston, at Pittsburgh, and was estimated at about 300 tons burden. She had but one boiler, placed in the hull, and her paddle-wheels at the sides were uncovered. Her smoke-stack was in





JEFFERSON TERRACE.

the centre, and in front and rear rose masts, like the fore and aft of a ship. She had a low-pressure engine, and her cabin covered three-quarters of her deck. The Orleans arrived in four days from Pittsburgh. On reaching the Falls the water was found too low for her to pass over the rapids on her way to New Orleans, to which place she was destined. Until a rise in the river early in December removed the barrier in her way, she made trips between Louisville and Cincinnati. On her way to New Orleans she passed through the scenes and convulsions of the earthquake in the region of New Madrid, Missouri, in 1811-12, and took her place in the trade between the Crescent City and Natchez. In 1814 she was snagged and lost in the Mississippi near Baton Rouge. The experiment of the Orleans, though brief and financially unprofitable, settled the fact that steam would drive a boat without the aid of wind or oars against the currents of the rivers. It was at once apparent that the old and clumsy crafts of keel and flat would be superseded, and that a revolution must follow in the transportation by water of the commerce of the country. For forty years after this first venture, the palatial steamers that plied the Mississippi and its tributaries between the cities of the upper valley and New Orleans were the boast and pride of the West. The introduction of the more rapid and satisfactory transportation by railroad has driven the magnificent and popular steamers from the field of competition, and the supremacy of the



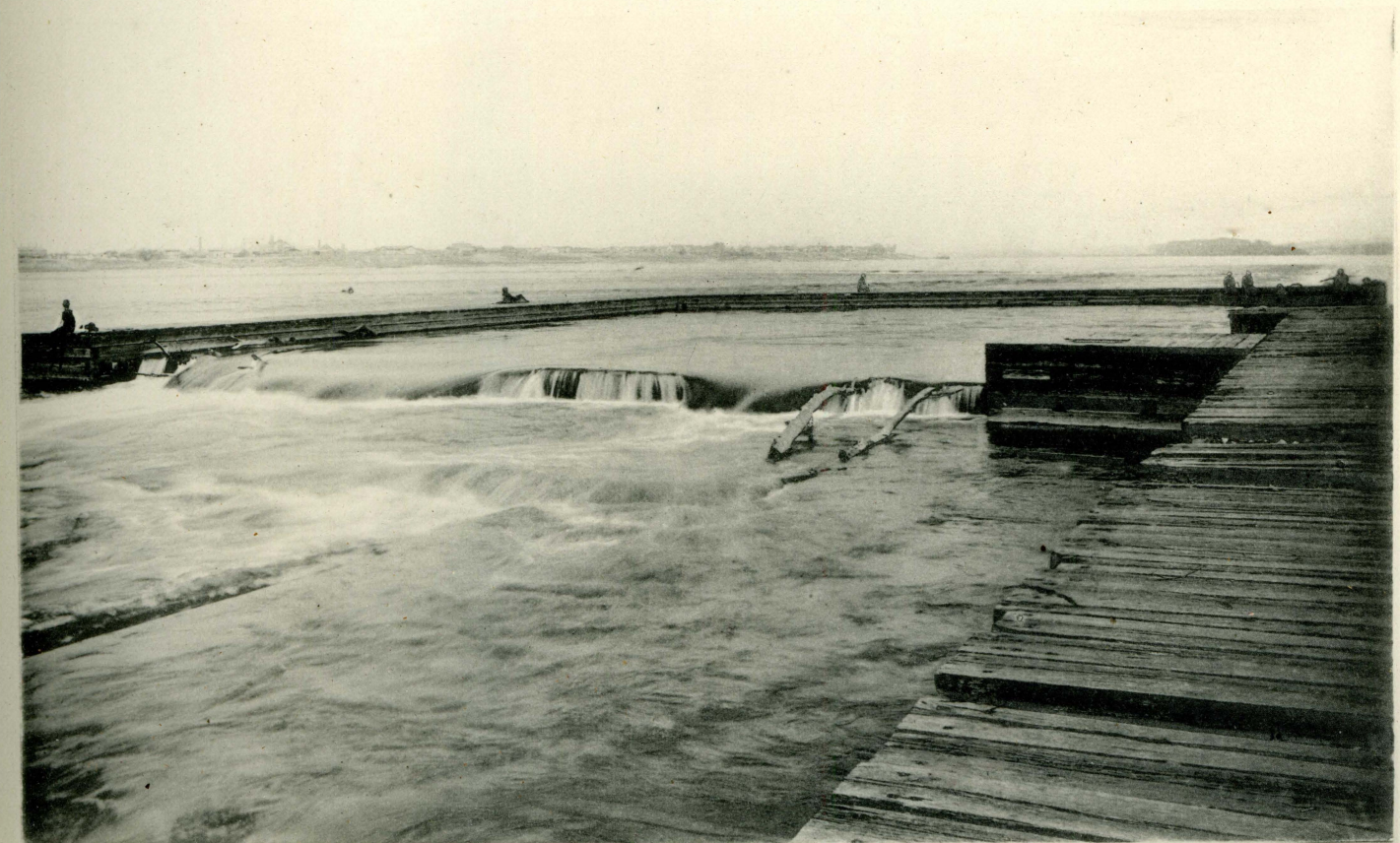


COR. ORMSBY AND SECOND AVE.





CANAL VIEW AT EIGHTEENTH ST.



POCKET AND DAM, FOOT OF SEVENTH ST.





ST. MARY AND ELIZABETH HOSPITAL.



CORNER CATALPA ST. AND WOODLAND AVE., PARKLAND HILLS.





RESIDENCE OF P. H. TAPP.



RESIDENCE OF JAS. S. PIRTLE.



waters is gone. In six years from the first trial trip there were forty-one steamers put upon the western waters, and twenty-seven others in course of construction; ten years later still, there were two hundred such craft plying the great arteries of the valley.

It is not without pride that we recall here the fact that the original inventor of the passenger and freight steamboat was a pioneer Kentuckian. The pages of history and the Cyclopædias relate that John Fitch was here among the early settlers, and on the 1st of June, 1780, entered 800 acres of land on the main eastern branch of Coxe's creek; also 800 more on Simpson's creek, below Kincheloe's station, in what is now Spencer County. As early as 1786, one of his passenger boats moved successfully by steam upon the Delaware River; and another in 1790 made seven and a half miles in an hour on the same river. Fitch's first boats were propelled by paddles, but in New York in 1792 he applied the screw. The inventor was poor, and capitalists were incredulous and shy over the novelty of the new art. He could not obtain the money to overcome all obstacles to success. Discouraged and in despair, he took to drink, and died under the roof of the family of Professor McCann, the venerable and noted teacher, at Bardstown in 1798. After his death, Fulton began his experiments on the Seine at Paris, in 1799, and had the genius to combine the discoveries of Fitch and others, with a harmonious whole, and to successfully launch his first boat, the Clermont, on the Hudson in 1807. Fulton owned the Orleans, the first boat named from Pittsburgh to Louisville in 1811.

Such is a brief historic sketch of the infant plane and antecedent growth of the City of the Falls, which, from a cabin village in the wilderness one hundred years ago, has grown to sit in queenly majesty and pride in the midst of civilization, one of the fifteen greatest metropolitan marts within the territory of the United States. The Louisville of to-day opens to us treasures of fact, of suggestion, and of promise, which might be well elaborated into a volume of itself, did the occasion justify. If we may judge by the city directory for 1889, and by other standard indices of estimation, the census of 1890, to be taken within twelve months, will show an increase of population of fifty per cent. over that of 1880, when it barely reached 125,000. It now approximates 200,000, showing a ratio of increase above the average with cities of the first-class mentioned, and about double the ratio of increase in the United States.

The City of Louisville has a river frontage of something more than eight miles with the meanders of the shore line upon the north, and extends southward an average width of about





RESIDENCE OF J. T. GATHRIGHT.

two miles, embracing within the corporate limits fourteen square miles. It is traversed and intersected by 160 miles of improved streets and alleys, which uniformly cross each other at right angles. The streets are exceptionally spacious and broad, most of them measuring from 60 to 120 feet in width. The principal thoroughfares from east to west, parallel with the river, are seven miles in length, and those north and south usually exceed two miles. Louisville is built on a broad, level platform, skirted on the south and west by an undulating wooded country, and open farms on the east, affording a boundless area of almost unbroken plain for the future extension of its limits. Her present area is drained by 43 miles of sewerage, and lighted by over 3000 street lamps and numerous electric lights.

It may be affirmed of Louisville that she far surpasses every other city of the same population in the world, in the number of miles of street railway. There is scarcely a single square in the city that is not touched on one side, or both, by a line of such railway, and scarcely a residence that is not easily accessible to such transportation. The system of transfers at the crossings makes it feasible at any time of day, and until midnight, for the citizen passenger to go to and from any portion of the city he may desire. All fares within the city are limited to five cents, and this run includes the transfers; so that one can often ride six and eight miles for a nickel. The regular horse-car lines make a total of about one hundred miles, and if we add to these the steam





RESIDENCE OF LOUIS SEELBACH.



RESIDENCE OF A. M. QUARRIER.





BULL BLOCK.



suburban lines which extend three to four miles into the suburbs, and reach the residence additions to the city, the total miles of street railway is over one hundred and twenty. The Daisy line to New Albany, the Daisy Belt line and the Dinkey line to Jeffersonville and New Albany, with the several steam ferries plying at all hours of the day, have practically made the cities on the Indiana shore a part of Louisville. To this extended system of street railways, Louisville is largely indebted, for the distribution of her population over a wide area, and for the ample lots upon which residences are built. The system, fostered by favorable municipal policies, has prevented the concentration and crowding of population into narrow and unhealthy limits. On these different lines of inter-city transportation, over 20,000,000 passengers are carried annually, with ease and comfort, to and from every point in the city and its suburbs. The wide distribution of home-sites resulting from this admirable system, has given to the citizens of all classes ample and spacious lots at cheap prices, upon which to build their residences, as we have just said. To this fact more than to any other, is due the favorable hygienic reports which, in comparison with other cities, show Louisville to be one of the healthiest in the world. To show the advantages in this respect, we give a recent report of the mortality rates in several leading cities, which shows a fair average for ten years.

#### ANNUAL DEATH RATE PER 1000 INHABITANTS.

New Orleans,	-	-	-	28.5	Detroit,	-	-	-	23.3
St. Louis,	-	-	-	25.2	Cincinnati,	-	-	-	23.3
New York,	-	-	-	24.9	Philadelphia,	-	-	-	23.3
Richmond,	-	-	-	24.5	Newark,	-	-	-	23.1
Chattanooga,	-	-	-	23.8	Brooklyn,	-	-	-	22.9
Boston,	-	-	-	21.9	Pittsburgh,	-	-	-	18.7
Milwaukee,	-	-	-	21.9	Indianapolis,	-	-	-	18.1
Hartford,	-	-	-	21.7	Nashville, (white)	-	-	-	14.6
Lowell,	-	-	-	20.6	Nashville, (colored)	-	-	-	58.8
Chicago,	-	-	-	19.2	Louisville,	-	-	-	17.4

Contributory to this result is the fortunate location of the city in the temperate zone, and the admirable system of drainage, all conspiring to exempt it from the fatal epidemics which have so often decimated the population of other cities.

The water supply for the city is furnished by the Ohio River. The water works are located at the beautiful site of Crescent Hill, located four miles from the court house square. There are laid through the city over 130 miles of pipe for the conveyance of this, with about 10,000 attach-





### WALTHER & BRO'S. DISTILLING CO.

ments. The city owns almost the entire stock of the company, and furnishes free of cost all water for fire-cisterns, fire-hydrants, city hall, engine houses, public fountains, and other public purposes. The improvements are of a costly character, and the embellishments of its surroundings have already converted Crescent Hill into one of the most attractive resorts about the suburbs. It will in time become a popular park for the public. The city government has been comparatively good and economic. The following figures exhibit the amount per capita of indebtedness, in the several largest cities, and that the taxes are not unusually burdensome here :

Boston,	-	-	-	\$77.84	New York,	-	-	-	\$90.71
Chicago,	-	-	-	25.43	Philadelphia,	-	-	-	64.01
Cincinnati,	-	-	-	86.20	Pittsburgh,	-	-	-	90.38
Cleveland,	-	-	-	40.38	St. Louis,	-	-	-	65.18
New Orleans,	-	-	-	82.08	Louisville,	-	-	-	39.19

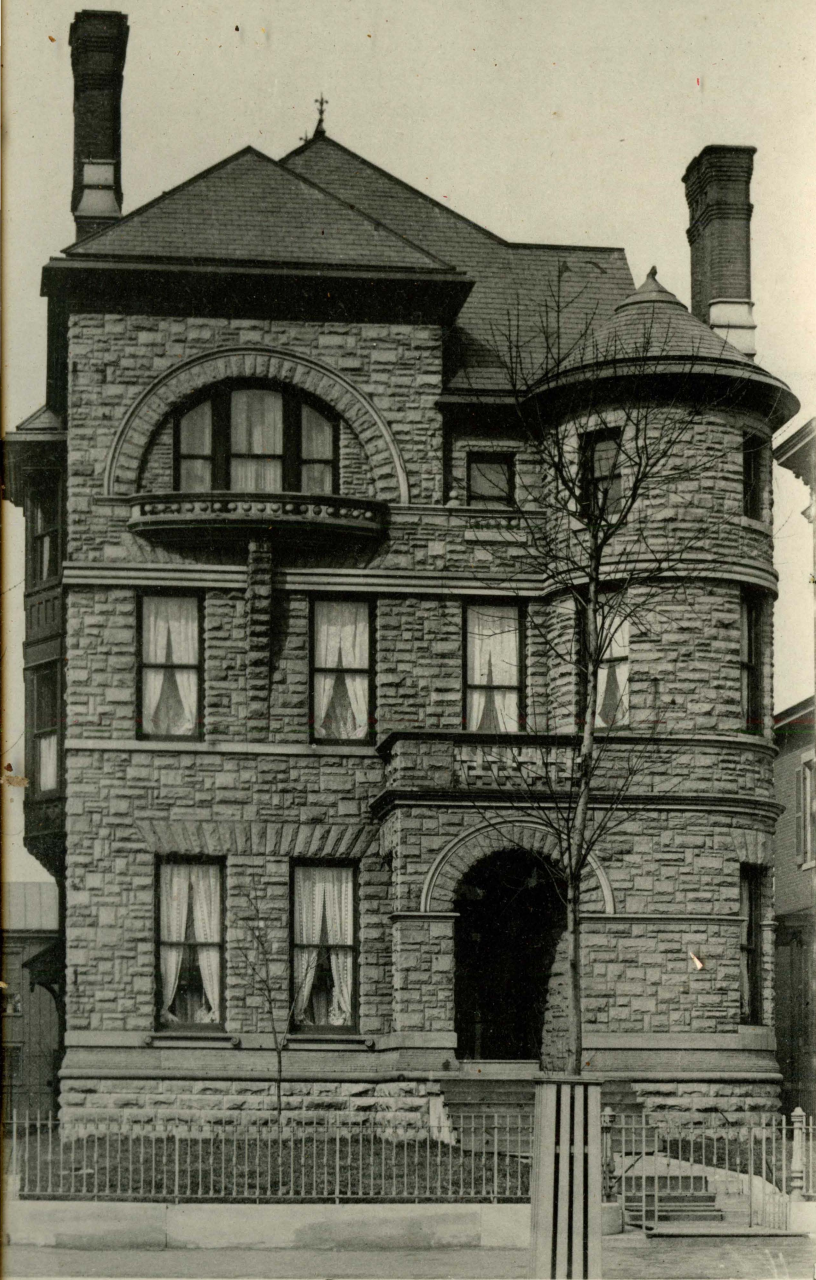
The river view in front of Louisville is at once unique and picturesque. The landscape scene presents an unusual breadth of water here, with the plateau of level country on the Indiana side stretching far away to the north, with the city of Jeffersonville lying above, and New Albany some miles below. In ordinary tide, the waters of the rapids leap and sparkle and foam over the rocky shoals for a distance of two miles or more, as they pass in front and reach the bend at





TEMPLE ADAS ISRAEL.





RESIDENCE OF J. W. STEIN.



RESIDENCE OF G. H. HOERTZ.





COURIER JOURNAL BUILDING.





HOME OF THE FRIENDLESS.



BLIND ASYLUM.



Portland. From the same standpoint, we are in full view of the bridge that stretches on its tower pillars from the foot of Fourteenth Street across to the Indiana shore, with its loaded railroad trains ever passing and repassing. Two miles below, the Kentucky and Indiana Bridge connects the city again with New Albany, and gives transit to the trains of several railroads, to the suburban trains of the Daisy line, and to vehicles and foot passengers. About the same distance above, the site and surveys are made for the new bridge between the upper wards and Jeffersonville, for which a charter was recently obtained from Congress, and the construction of which is soon to begin.

Just at the feet of the viewer, and bordered by the Kentucky shore, lies the Canal, which has a history of its own, almost coeval with the century. The Falls of Ohio, as a barrier to navigation, from an early date after the first settlements in Kentucky, engaged the attention of men of enterprise. The necessity for a canal here seems to have impressed the fertile mind of that bold and adventurous pioneer in western commerce, as well as daring military and political leader, Gen. James Wilkinson. This gentleman, after serving through the War of the Revolution, settled at Lexington, Kentucky, in 1784, and traded largely in tobacco and other products of the country, by river, with New Orleans, and at the time when he was the great leader in the Spanish intrigues to detach Kentucky from the Union. The line of this canal appears on Finley's map of the Falls, as early as 1792, and in 1802 the legislature of Kentucky chartered a company for the construction of such an improvement. Nothing was done, however, until the charter of the Louisville and Portland Canal was granted in 1825, under which work was begun, and the canal completed in 1830 at a cost of three-quarters of a million. The first boat that passed through was the Uncas, December 21, 1830. The general government now owns and controls the entire property and interests in this important work, and proposes to keep it in condition to accommodate with facility the entire shipping upon the Ohio.

A feature of the city that commands the admiration of the visitor is the architectural taste, and the beauty, and the solidity of her private residences. On Broadway and on Fourth, Third and Second Avenues, for two miles south from Walnut, there are almost uninterrupted lines of handsome domiciles, set in spacious yards, and kept in neat and ornate condition, and the same may be said of many other of the populous streets. While there is perhaps a more uniform distribution of wealth among the citizens than in any city of its population in the Union, there are

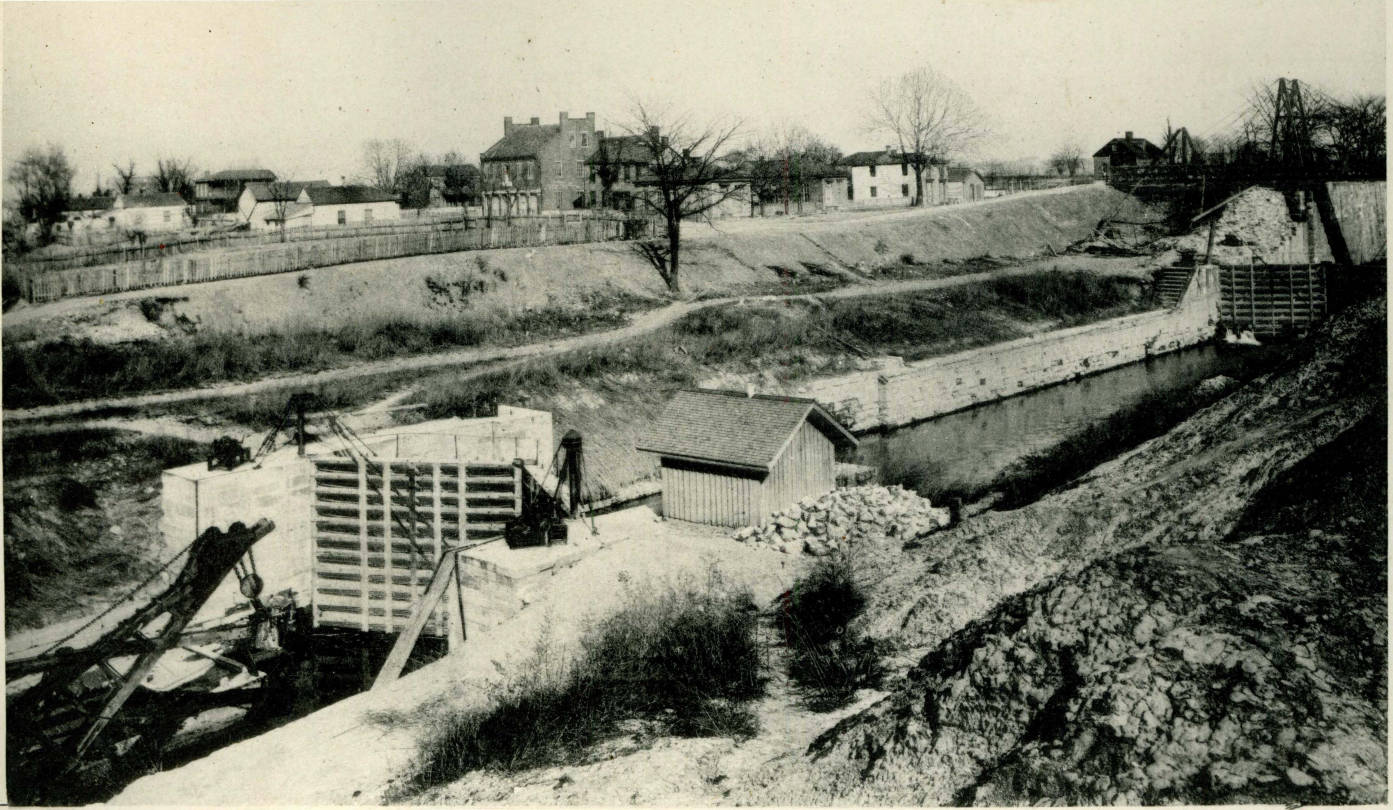


but few millionaire residents. On the other hand, there is an absence of the crowded tenement houses which are so often and conspicuously blemishes upon the thoroughfares of great cities. The people are pre-eminently social and home-loving; hence the pride they have ever shown in their elegant and attractive homes, and in their domestic surroundings. This love of home and home-life embraces the working classes and people of moderate means, also, as is shown in the innumerable cottages with yards and gardens, which are distributed over so great a portion of the city, in lieu of the dreaded cheap tenement houses which they fortunately have supplanted. No first-grade city offers spacious residence lots for comfortable homes, and convenient by street cars to every point within the corporate limits, so cheaply as Louisville; while the fertile country for miles away, with its gardens, and the blue grass regions beyond, with their famous fatted herds, make this one of the best and cheapest markets for the table in the world.

Among the cities of the dead connected with the great cities of the living in our country, there is none more unique and attractive than Cave Hill Cemetery, the chief burial ground of Louisville. Those who have seen the cemeteries of New York, Boston, Philadelphia, Baltimore, and elsewhere, almost uniformly concede that there is none more beautiful and picturesque than Cave Hill. Nature and art have happily conspired to make of this a landscape scene of peerless charms. Located on the undulating and rolling brakes of Beargrass, at the Highlands, it was originally a natural park of rare beauty, two hundred feet above the river level, with its knolls and swells of land, undulating with infinite variety, and changing and shifting the landscape scenes with every motion and without an apparent fault to the eye in the harmony of the whole. This extensive area has been improved wisely and artistically, with a rare and true fidelity to nature. The main portion, and all within the scope of the eye, is now as populous with the monuments of the dead, as the great city itself is with the domiciles of the living. From the ever-varying eminences of knolls and crests, that overlook the valleys and slopes and dells that lie in charming variety and contrast on every hand, the beautiful shafts and pillars of marble and granite, with their infinite and artistic designs, crowd upon the view, and stretch away filling the scene as far as the eye can reach. The traveled and practiced eye, if it does not at once accord with the popular verdict, will pronounce Cave Hill among the most beautiful of the burial grounds of America.

Louisville has for many years been noted for the excellency of her public school system.





### OLD CANAL LOCKS AND SHIPPING-PORT.

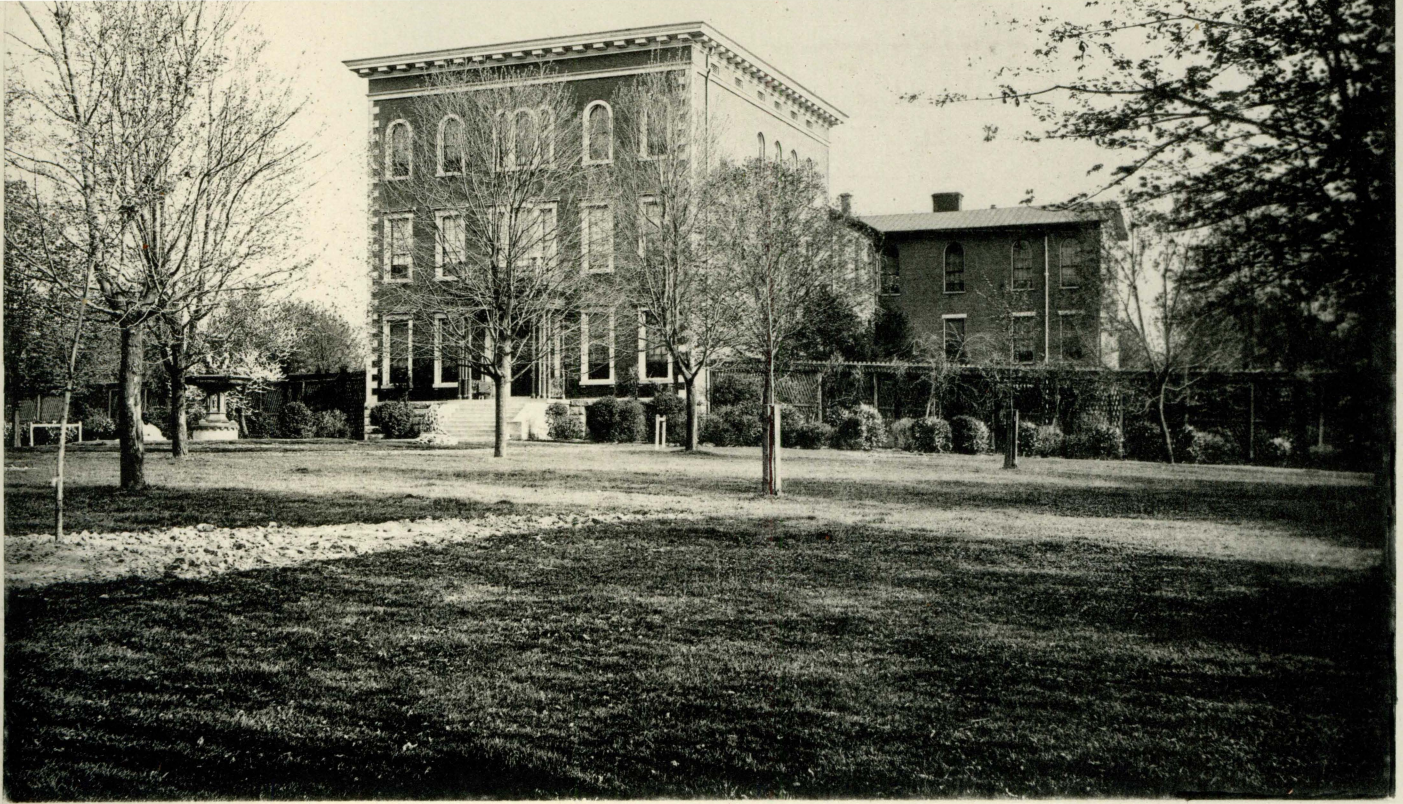
She has kept apace with modern improvement and reform, and her people may now be said to be as well accommodated with all the facilities for the general education of all children, white and colored, as are those of any other city in our country. At the head of the system stand the Male and French High Schools, with curriculums of study similar to those of the majority of colleges, and with ample buildings and equipments for their mission. There are besides these, twenty-seven white ward schools, and six colored. A number of other schools of a high grade and excellence, under private and other auspices, supplement the public system. In Louisville is located the Southern Baptist Theological Seminary, the only one of the kind in the Southern States of extended means and great prominence. It is well endowed, and is conducted by an able and learned faculty of teachers, and attended by about one hundred and forty young men preparing for the fields of the ministry. The Kentucky State Institutions for the white and colored blind are located in Louisville, and are projected and managed on a scale which ranks them with the most successful of the age. Among the recognized and important factors in culture and education in our metropolis is the Polytechnic School and Library. It maintains a library of 43,964 volumes, as reported for 1888, always open to the public. The art school, lectures, laboratory and museum of collections, make of this one of the interesting attractions.



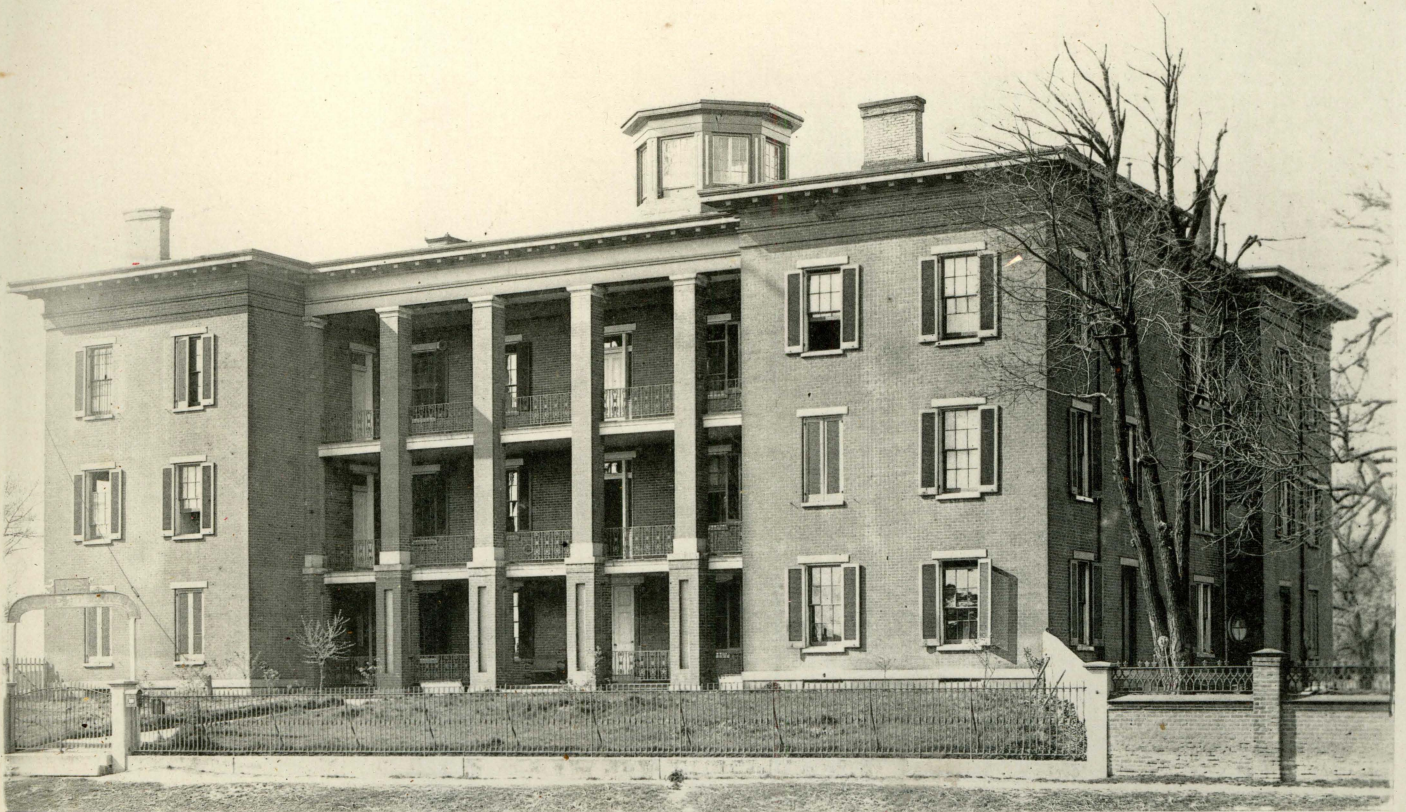


GERMAN PROTESTANT ORPHAN ASYLUM.





INDUSTRIAL SCHOOL. (REFORM.)



MARINE HOSPITAL.





MAIN STREET, EAST FROM FOURTH STREET.





RESIDENCE OF JOHN HELMERS.



RESIDENCE OF SAMUEL A. MILLER.





BUILDINGS SOUTH SIDE MAIN ST., BET. SEVENTH AND EIGHTH STS.

CHAS. D. MEYER, ARCHITECT.





BOARD OF TRADE.



E. B. SCHIEMAN'S DRUG STORE.





PH. HOLLENBACH & CO., N. E. COR. MARKET AND SIXTH STS.



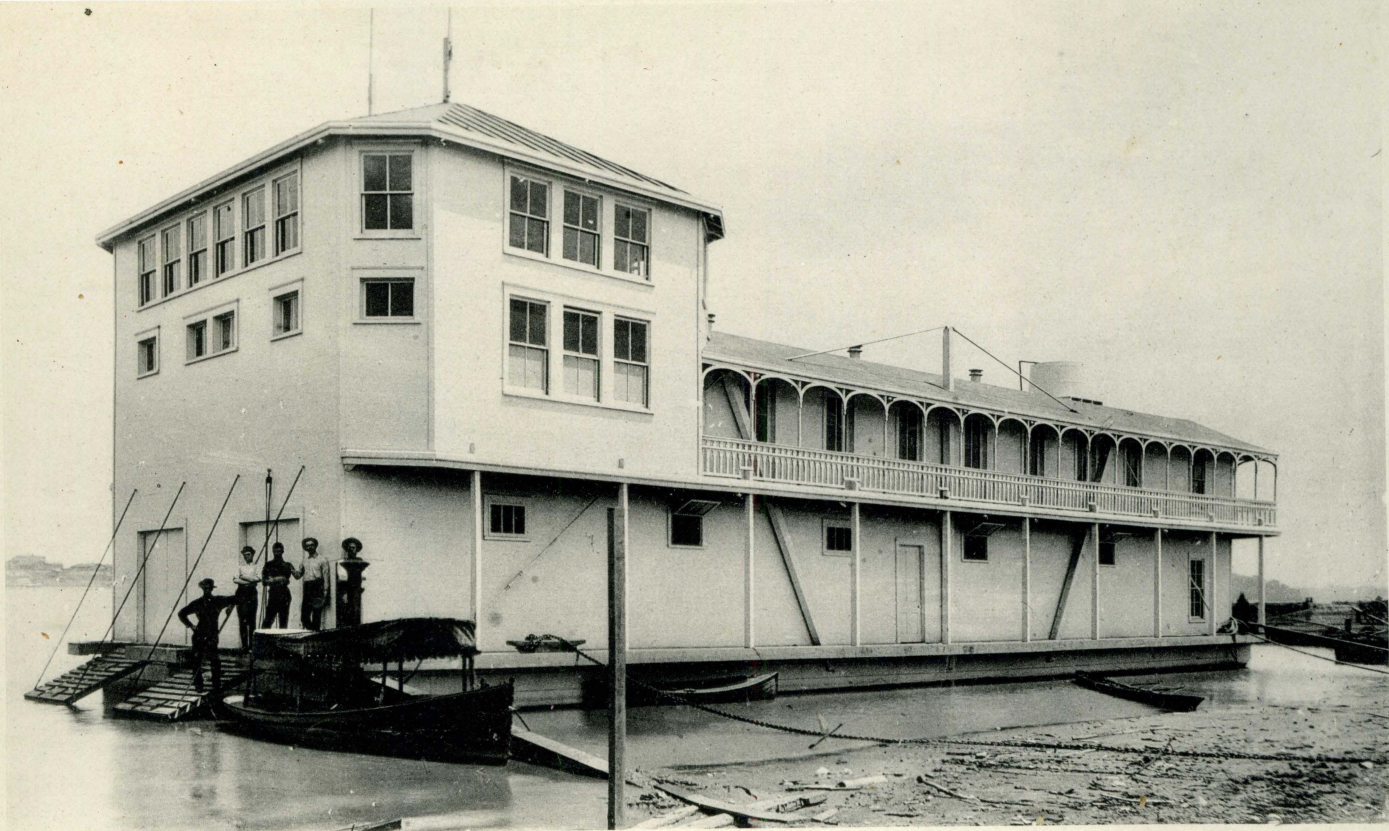


RESIDENCE OF JUDGE A. BARNETT.



COUNTRY RESIDENCE OF A. SHARPE.



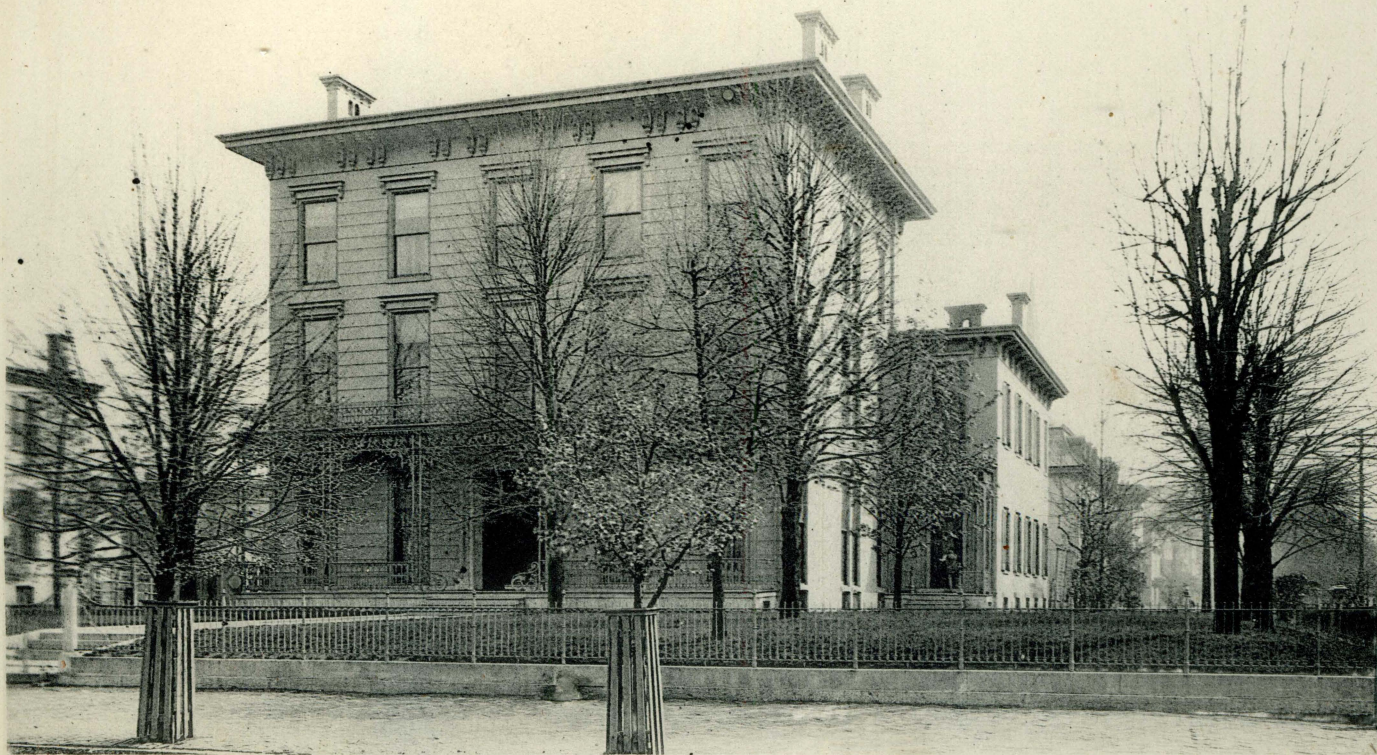


LOUISVILLE BOAT CLUB HOUSE.





WORK HOUSE.



RESIDENCE OF GEO. C. AVERY.



The income of the Institution for 1888, was \$13,642.92. There are here four Medical Colleges with an annual attendance of about one thousand.

Caron's Directory for 1888 gave 71,180 names, and the estimate of 177,950 population. The Directory for 1889, recently published, contains 75,454 names; by using the multiplier  $2\frac{1}{2}$  (in vogue since 1860) Louisville has a population of 188,635, an increase for the past year of 10,685.

The natural advantages of Louisville in location, geographically and civilly, are surpassed by no other of her great rivals. Of the cities of over 150,000, she is the nearest the center of the population, which is yet a little east of the Falls. For many decades, as the preponderance goes westward, this centre must approximate and remain not far from the city. She is in communication with thirty-two navigable rivers, with an aggregate of over 25,000 miles, which drain the Mississippi Valley, of which those in Kentucky alone afford sixteen hundred miles of transportation for her commerce and trade.

But a new agent appears in the field of enterprise and industry, destined in a short time to revolutionize the business of Louisville, and to give an impetus to her growth and prosperity unprecedented in any period of the past. The discovery and development of natural gas for fuel and for lighting the city, began on a large scale in 1888, has become a demonstrated success for 1889. The Kentucky Rock Gas Company is the pioneer in this enterprise. It leased very valuable lands in Meade County, twenty-five miles below the city, and has sunk over a dozen wells, most of which are producing largely. The company has laid a pipe-line into Louisville, and is engaged in making connections with factories and residences to furnish them with fuel and lights at a greatly reduced cost. Other companies have organized and are at work developing their territory in the gas region, and the city is, at an early day, destined to be supplied with this new agent of industry and economy in the supply of the wants of mankind.